Inland Seas



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Iron Mines of Steep Rock Lake, Ontario

By HUGH M. ROBERTS

PREVIOUS TO THE YEAR 1943, for thousands of years back to the time when the last ice sheet had retreated to the northward, the waters of Steep Rock Lake had sparkled in the summer sun, been driven by autumn winds or flowed gently westward beneath ice and snow to their outlet. In the fall of 1950, a flock of wild geese sweeping out of the Arctic, following the age-long path of its migratory flight, seeking shelter on the waters of Steep Rock Lake, would be startled to see that the waters were gone; the yawning pit of the Errington Mine has taken their place. Before the lake was drained, it had formed an enlargement of the Seine River, a westward flowing tributary of Rainy River, waters that eventually find their way to Hudson's Bay through Lake Winnipeg. It lies on one of the old fur trade routes in Ontario between Lake Superior and Lake Winnipeg and is situated 142 miles west of Port Arthur, by rail.

Informed travellers in the middle of the past century were aware of the presence of the high-grade-hematite float that was found in abundance on the south shore of the lake. In the decade following 1890, geologists, both Canadian and American, studied the area and concluded that an "ore-bearing horizon with hematite of good quality appears to be generally covered by the waters of the lake," to quote William McInnes, a leading Canadian geologist of the time. Between then and 1938, numerous attempts were made to drill from the shores and to find ore in adjacent areas, but none of these attempts came to grips with the central element of the situation, namely that the most likely place to find ore would be under the "waters of the lake."

During the fifty years succeeding 1890, there came great developments in Canadian mining and in modern electric pumping. Reinforced

by a sense of this added power, it remained for Julian G. Cross and Joseph Errington in January, 1938, to confront this large body of water and move drills on to the ice. This resulted, first, in the discovery of ore in place in the bottom of the lake and finally, after the organization of Steep Rock Iron Mines Ltd., delineation of three ore zones designated as A, B and C on the accompanying maps. This drilling continued during that winter and the three succeeding winters up to and including the winter of 1941-1942. It was determined by this early work that sufficient ore existed to warrant diverting the waters flowing into the lake and the development of open-pits on the upper parts of the two large "A" and "B" ore zones by draining off and pumping out the part of the lake in which they occur.

Geological studies made at the completion of this early drilling led to the conclusion that the ore bodies were of a deep-seated nature attributable to the deposition of primary hematite in great fault-zones. The deposits were formed in pre-Cambrian time, some billion years ago, as geologic time is measured. Owing to the generally massive nature of the rocks in the area, no underground flows of major consequence were anticipated after diversion of the lake, and there have been no such flows. Although some 75,000,000 tons of proven and probable ore have been shown in drilling to date, of which 40,000,000 tons will be taken from open pits, the bulk of the ore to be won in the ultimate, may be expected to exceed these amounts many times and will be recovered largely by underground methods over a long period.

In 1943, the waters of the river were diverted. Figure 5 shows one of the rock-cuts through which now passes the flow of the Seine River System. The diversion involved the investigation of five different routes, one of which being chosen, the water system was re-directed 4 miles northwest of its original position. Many construction jobs were required, scattered over an area of 100 square miles, including the excavation of rock-cuts and tunnels, also construction of dams. The route is shown in Figure 3. The completion of the work required the removal of 1,900,000 cubic yards of rock and gravel and took 10 months to complete.

Steep Rock Lake covers an area of some 7 square miles and before draining, the water varied from 140 feet to 350 feet deep. The "B"

ore-zone lay at the least depth from the original water level, accordingly plans were made to put this zone into production first. Prior to the beginning of pumping, dams were constructed at the "Narrows" between West Arm and Mid-West Arm; the portion of the lake to be drained lay east of these dams as shown in Figure 3. On December 15, 1943, pumping was begun. Fourteen pumps on seven steel hulls were put in operation, electric power having been supplied by a transmission line from Port Arthur built by the Ontario Hydro Electric Commission. The combined capacity of these pumps exceeded 300,000 gallons per minute. It was necessary to remove 75 billions U. S. gallons before mining operations could begin on the "B" ore body.

The silt overlying the ore was removed by hydraulic monitors and suction dredges. Meanwhile ore docks were built at Port Arthur by the Canadian National Railway Company. Ore shipments began late in 1944. The production rate from the Errington Mine on the "B" ore-zone is now 1,200,000 tons per annum. A pre-production expenditure of about $10,000,000 was required before ore shipments could be made in 1945. In passing, it may be noted that this does not greatly exceed the cost of a modern 25,000 ton ocean-going ore-carrier, which is about $8,500,000.

Since late 1944 up to July 1st, 1950, 4,689,974 tons of direct shipping ore, averaging 57.76% dried iron, 0.028 phosphorus, 6.32 silica, 0.041 sulphur, 9.71 moisture; natural iron, 52.152, have been sent down the lakes from the Errington Mine to lower lake ports in the United States and Canada. This ore is of excellent "Old Range" structure. Now, in 1950, operations are underway looking to underground work below the open pit. Dredging is being started at the Hogarth Mine on the "A" ore-zone. This work will be done under contract by Construction Aggregates Corporation of Chicago. The Inland Steel Company has completed a winter's drilling on the "C" ore-zone and has delineated an areal extent of ore-bearing ground comparable in magnitude and iron content with the "A" zone as it was known in its early stages.

Up to July 1st, 1950, Steep Rock Iron Mines, Ltd. has removed 217,015,000,000 gallons of water, 12,829,541 cubic yards of silt, 5,024,540 cubic yards of earth and 2,983,219 cubic yards of rock stripping in addition to the ore that has been shipped and stockpiled.

Discussion of these engineering developments may be left to technical publications. From an historical viewpoint it is the men and women who count. As M. S. Fotheringham has well said, "The success of Steep Rock is a tribute to our system of free enterprise under which free men, possessed of courage and freedom of action, and aided, not driven by democratic governments, can accomplish, what in no other way would be practicable."

We who have viewed Steep Rock Lake in its sheer, original beauty and have helped to destroy it, may well regret that our necessities have caused it to vanish, the necessities of iron ore for the people who now inhabit the great central part of North America, along the shores of the Great Lakes and in the Northern Mississippi Valley.

Although there are countless other lakes of nearly equal beauty in Ontario and Minnesota, with never a ton of iron ore beneath them, the draining of Steep Rock Lake is a symbol of the desecration which civilization brings all over the face of the earth, but accompanied, we hope, by an increase of human values. As the waters of Steep Rock Lake are still being lowered, there may be heard the bitter, derisive cry of the loon, haunting former shores, in protest, as it were, against modern progress, with its excessive love of gain, pride and power, and "security, mortal's chiefest enemy." But here on the frontier spring up new homes of young men and women. They are thinking not of security, but of opportunity, not of repose, but of life. The cry of the loon fades away, the sounds of industry arise and through them all may be heard the laughter and play of children; they foretell a future better than that which has been.

The development of the Marquette Iron Range of Michigan began a century ago. Recently the Centennial Celebration of the Cleveland Cliffs Iron Company was held in Ishpeming. This company and Premium Iron Ores Ltd., have marketed Steep Rock ores and had much to do with their successful reception. It is said of an early pioneer on the Marquette Range, the Honorable Peter White, that he likened the flow of people on the frontier to the movement of migratory birds, as he thought, a matter of deep underlying instinct in both instances. Whoever has seen the reflection of the early morning sunlight as it glances from a flock of blackbirds, the light from the wings of each contribut-

ing to the flash of the whole, may sense the diversity, yet unity that permeates a great modern industry.

So many men, living and dead, have contributed to the success of Steep Rock Iron Mines, Ltd. All are equally worthy; a few can be mentioned here. Nothing would have come about without the fine exploring sense of Julian G. Cross or the oak-hearted courage and broad sagacity of Joseph Errington, first President of Steep Rock Iron Mines Ltd., and the acumen of W. Samuel, Consulting Mining Engineer. The enterprise owes a great debt to the vision and determined purpose of Major General Donald M. Hogarth, President, recently deceased. To steer its ship in the markets of the world, Steep Rock has had the guiding financial genius of Cyrus S. Eaton, Chairman of the Board, and his great knowledge of business, both Canadian and American. M. S. Fotheringham, Vice President and General Manager, has given to the project, imaginative engineering ability of the highest order and unusual administrative skill, unceasingly during the years of his early prime, enduring through difficulty after difficulty. The fine "esprit de corps" throughout, reflects the good intent that he bears toward all men, in which Neil Edmonstone, Secretary-Treasurer, and William E. Bennett, General Superintendent, share, besides having other good qualities and strength particular to themselves. Passing over all the rest, some 500 or 600 now employed, a significant man was Jim Leonard, the Indian boatman who brought the mail in the early days; his ambition was to run a bulldozer. Good mechanic, his ambition was attained, an attainment that rightly considered, is equal to that of any man who has had to do with Steep Rock.

In such manner do "many thousand actions, once afoot, end in one purpose."

*Kings Point Academy's Contribution to the American Merchant Marine**

By Rear Admiral Gordon McLintock, USMS

Eighteen per cent of the young Americans undergoing their four year collegiate course of education in the Cadet Corps are from the Great Lakes Area. Nine of our graduates are serving as officers of ships of the Cleveland Cliffs, Pickands Mather, Hanna, Inland Steel and other companies. Last season we had 20 third classmen performing their sea duty on ships plying the Great Lakes. During the 1950 operating season 20 more will be sailing with you. Every year at Kings Point, more and more of our students, even those whose homes are not in this area, are becoming interested in a seafaring career on the lakes. Sailors are sailors wherever they are and our training is equally applicable to the Great Lakes. So I wanted to tell you something about the United States Merchant Marine Academy at Kings Point, New York; something of its history, operation and mission, so that you, if you have a young son predisposed for a marine career, might like to consider sending him to the Academy for a well-rounded nautical and cultural education, stressing nautical science or marine engineering, which is second to none. When he graduates, he will have his commission as an Ensign in the Naval Reserve, his license as a ship's officer, and a commission in the United States Maritime Service, as well as a fully accredited Bachelor of Science degree.

Creation of the Cadet Corps

No one knows better than the mariners and steamship operators of the Great Lakes, that the last twelve years have been marked by tremendous technological improvements in ships and their equipment, both on deck and in the engine room. To keep abreast of these great strides in the art of ship design, navigation, propulsion, and cargo handling, greater knowledge, skill and facility is required of the officers who man

* An address given at the Detroit Propeller Club on May 2, 1950.

these modern vessels. The Magna Charta of the Merchant Marine — The Merchant Marine Act of 1938 — recognized this principle. In that year, the U. S. Merchant Marine Cadet Corps was created to carry out the mandate contained in the preamble of the Act that our ships be manned by the best officers it was possible to produce. This was the initial step, as a Federal venture, to create a body of highly trained merchant marine officers.

One of the showplace estates on the North Shore of Long Island, just seventeen miles from New York's Times Square, belonged to a man who in his lifetime was no stranger to Detroit and its automotive industry — the late Walter P. Chrysler. In 1942 Congress passed legislation authorizing the acquisition of the Chrysler estate for the construction of a permanent United States Merchant Marine Academy.

It soon became apparent that the buildings of the Chrysler estate could not accommodate the new students who were arriving at our gates every day in large numbers. The Army had some old CCC shacks which were quickly acquired, insulated, provided with heating equipment and set up on the grounds to accommodate our rapidly expanding student body which by early Spring had passed the 1,000 mark. At this time the permanent construction program was designed and planned to accommodate a war-time complement of 2,400 and a peacetime strength of 1,200.

The permanent Academy was constructed in the incredibly short period of fourteen months.

The construction costs of the Academy proved to be appreciably less than the cost of a single modern destroyer. We got a lot of value for the eight million dollars we spent.

In the presence of ten thousand people, among them distinguished leaders of the Merchant Marine and Navy, the Academy was dedicated on September 30, 1943. Franklin D. Roosevelt's letter to Vice Admiral Emory S. Land keynoted the event when he said:

> Dedication of the United States Merchant Marine Academy is a momentous forward step in the nation's planned program of maritime progress. Not since the enactment by Congress of the Merchant Marine Act has there been an event of greater importance to American world commerce — either in the maintenance of our wartime lifelines or our future peacetime economy. This Academy serves the Merchant Marine as West Point serves the Army and Annapolis serves the Navy.

On Dedication Day we had a plant and equipment, completely modern and highly functional. There were eighteen fireproof buildings, splendid laboratories, roomy classrooms, comfortable barracks, a broad spacious gymnasium, two swimming pools, and a fine drill and athletic field on 65 acres of land gently rolling down to the waters of Long Island Sound, where we have also a fine marine harbor with a protected basin for small craft, piers for rowing and sailing craft and wharfage facilities for large vessels. A year or two later we built a modern, fully equipped hospital and a control building at Vickery Gate, the main entrance to the Academy, which provides a bus terminal, as well as quarters for the Personnel Office and our security detail. By berthing four men in a room in the new barracks, plus the use of a few residential buildings on the grounds, we were able to accommodate our peak load of 2,670 Cadet-Midshipmen.

A year after dedication we had graduated almost 4,000 young Ensigns. Brief and very informal graduation ceremonies took place every Friday afternoon. The next day that class was at sea and an average of 75 new officers of the Merchant Marine had joined their ships.

KINGS POINT AT WAR

The Marine Corps of our country has a brilliant traditional slogan to the effect that the marines are the first to fight. This slogan was rightfully shared by the Merchant Mariners of the Cadet Corps. While still students in training, performing their period of sea duty before returning to the Academy for advanced studies and but a few scant weeks removed from their homes and firesides, they became veterans of combat action in the war zones. One hundred and fifty of them paid the supreme sacrifice in combat action establishing a record of patriotism, sacrifice and heroism unmatched by any other Service.

As you know, merchant ships, even some that had been built on and come down from these Great Lakes, played a major part in the first amphibious landings in North Africa. Subsequently they became the major support of all the invasion fleets in the Southwestern Pacific, the Philippines, the Japanese off-shore islands, the Mediterranean and the Normandy landings where more than 700 merchant ships were a part of the armada. During the war years, our Kingspointers, whether they

served aboard ship as graduate officers or as Cadet-Midshipmen in training afloat, became very familiar with Anzio, Tarawa, Saipan, Leyte, Okinawa, Omaha Beach. The long haul to Murmansk still brings vivid memories of combat action with the enemy.

Some of them spent long days and nights in small boats because four hundred and forty-five qualified for membership in the "Tin Fish Club" an exclusive outfit limited to those who had been forced to abandon their ships after torpedoing. One of our young men had been torpedoed six times.

The percentage of casualties sustained by the Merchant Marine during the war exceeded slightly those suffered by the Coast Guard and were nearly as large as the 4% experienced by the Army and Navy. Although Kingspointers numbered but 3.6% of the entire complement of the Merchant Marine the Academy is very proud of the fact that her sons won 6% of the distinguished service medals for outstanding acts of heroism. One was awarded posthumously.

A large number of our wartime graduates attained the rank of Master and Chief Engineer, while among the 1,700 on active duty in the Navy a goodly percentage reached the rank of Lieut. Commander and higher.

Leaders of the armed forces were most generous in praise of the contributions made by the Academy and its students and graduates to the war effort. Perhaps, however, the war record of Kings Point is best summed up in the words of General MacArthur when he sent us the sword of a Japanese Vice Admiral. I should like to quote his telegram:

> Honshu, Hokkaido (Japan) October 16, 1945
> Superintendent, U. S. Merchant Marine Academy
> Kings Point, New York
>
> I have directed that the surrender sword of Vice Admiral Ugaki who commanded the Japanese Naval Forces of Northern Honshu and Hokkaido be forwarded to the United States Merchant Marine Academy at Kings Point, New York, as a memento of the valiant service rendered by the sons of the Academy in our struggle in the Pacific.
>
> —MacArthur, *Commander-in-Chief, American Forces, Pacific*

CURRICULUM DEVELOPMENT

While the great war was still in progress, in fact while it was at a most critical stage in the latter part of September, 1944, Kings Point began to plan for the future and the resumption of its four year course

of education at the earliest opportunity. Our shortened war-time course was then of twenty months duration. The principle guiding our efforts was the establishment of a four year technical college curriculum leading to the degree of Bachelor of Science based upon a sound philosophy of education. In furtherance of the plan, we extended the course to 22 months and shortly afterward to two years. By June 1945, the curriculum had been extended to a full three years.

All hands turned to with a will to develop a philosophy of education for the Academy and to design a curriculum to fit our philosophy because there were no guideposts nor institutions of similar character to which we could turn for advice. As a starting point, it was deemed essential that a course should be projected to give competitively selected candidates, from every state of the union and from our possessions, the knowledges, skills, habits and attitudes to assure that they would be well-educated men in the broad sense of knowing themselves, of understanding fully human relationships, and of being professionally competent to the highest degree. Men who would not only be acceptable but invaluable to the Naval Reserve in time of need.

By the end of 1946 long labors of curriculum study reached fruition. It became possible to allot adequate time for more thorough courses in the basic merchant marine professional subjects as well as new courses. Comprehensive collegiate courses were introduced in the humanities, comprising English composition, and world literature; the United States in world history; a study of civilization; Latin American culture, and a choice of four languages, Spanish, French, Russian and Portuguese.

Courses in the natural sciences were provided to cover adequately advanced mathematics, physics and chemistry, and a modern physics and chemistry laboratory came into being at the Academy.

The social sciences began to be more completely represented at the Academy with well developed courses in economic principles, ship operation, principles of international trade, maritime and international law, marine insurance and personnel relations. Library facilities were greatly expanded and a course in personal hygiene, ship sanitation and preventive medicine, rounded out the course.

Out of private life, where he had served a great American college, came a well-known educator to serve as Academic Dean of the Academy

in charge of curriculum planning and supervision of our academic efforts and program.

Last Fall the Academy was formally accredited and it is my very great pleasure and privilege to present well-earned degrees to the more than 200 members of our graduating class in June.

I am proud to report, that Kings Point — your Merchant Marine Academy — has a four year fully accredited course of education recognized the world over as the best in existence. In fact, we are welcoming continually delegations from foreign nations desiring to inspect the Academy and its curriculum in order to pattern their national merchant marine educational institutions after ours. Twelve Latin American countries send their students to Kings Point. Ninety nationals from the Philippine Republic are pursuing the full course at the Academy and will take over billets on graduation in the new-born navy and merchant marine of the Philippines.

The present four year course is divided into three years of shore-side study at the Academy and one year on merchant vessels during which the Cadet-Midshipmen gain practical experience at sea. They are required to continue their academic education by the completion, while at sea, of a comprehensive sea project upon which they are subject to frequent examination by instructors from the offices of the District Supervisors located at New York, San Francisco and New Orleans. The instructors from the New York office include Great Lakes ports within their jurisdiction.

The first year at the Academy, known as the Plebe Year, is designed to acquaint Cadet-Midshipmen entering as Fourth Classmen with a basic knowledge of the fundamentals of the operation of a ship at sea so that they may perform their tour of sea duty, known as the Third Class year, with benefit to themselves and be of value and assistance to the officers aboard ship. This first year is devoted also to rigorous physical conditioning, to the assimilation of the young novice into the military discipline and routine of the Regiment of Cadet-Midshipmen, which is patterned closely upon the organization of the Brigade of Midshipmen at Annapolis. A sound knowledge of mathematics, physics and chemistry plays a large part in the ability of a student to be successful at Kings Point. Hence refresher and advanced courses in these subjects

are given during this first year as well as an introduction into cultural collegiate subjects of a general educational nature.

Back from sea duty with a wealth of experience gained upon ships traversing the waters of the world, or perhaps on these Great Lakes, the young Cadet-Midshipman, who is now a Second Classman, plunges with enthusiasm into advanced professional subjects — or at least we assume he does! — as well as courses of a general educational nature upon a more difficult level. Quite a change has taken place in the young man. From a gangling youngster who went to sea a year ago a mature man has returned to us, imbued with a love of the sea, serious minded and firmly purposed to hit the difficult courses remaining to be mastered with a full head of steam. Such remarks as "But, sir, we didn't do it exactly that way on *my* ship," are frequently heard in the classrooms. Instructors are kept on their toes answering questions stemming from their thirst for knowledge on all phases of ships and shipping.

Before they realize it the final year has arrived and they become First Classmen. Greater responsibilities in the organization and leadership of the Regiment of Cadet-Midshipmen are placed on their young shoulders because every First Classman becomes a Cadet-Midshipman officer of the Regiment. Comprehensive graduation theses upon subjects of their own choice become a major effort during this year, along with special classes in preparation for their license examinations which, through the courtesy and cooperation of the Merchant Marine Inspection Service of the Coast Guard, are held at Kings Point. Finally the long four year intensive effort is over. License examinations have been successfully passed, navy physicals and aptitude tests for commissions in the Naval Reserve are over the hill. Final academic tests, much dreaded in anticipation, have been easily accomplished, more or less, and graduation week has arrived.

They leave us well educated men, professionally competent to the highest degree to serve as officers of your ships with ability, fidelity, industry and enthusiasm. Fitting representatives also of our country and the American way of life, and what is more, ready to enhance that way of life by example in their bearing and demeanor in any port of the world and particularly in those parts of the world where conflicting ideologies based upon the totalitarian concept hold sway. They go with

our blessings because we are very proud of them and with our sincere prayers that following seas, fair winds and good fortune may attend them always.

So much for the Academy and our federal program for the higher education of the officers of our Merchant Marine. I am sure you would like to know something about the selection of candidates for appointment as a Cadet-Midshipman.

The major academic requirement is the ability of the candidate to pass a national competitive examination which is held at post offices and federal buildings throughout the country twice a year, usually in April and November. About a thousand candidates take each examination. From each list we admit approximately a hundred. It follows, therefore, that the candidate must finish in the top ten percent of the list to be successful. Physically, applicants must be superior in health and physique because they must pass successfully the rigid Navy medical examination for appointment as a Midshipman in the Naval Reserve. Appointment as a Midshipman in the Naval Reserve is a requisite to entrance as a Cadet at Kings Point. Finally, besides certification of good moral character, the young man must have a sincere desire to follow the sea as a permanent career. Aptitude tests, which are given as a part of the academic examination have proved to be very helpful in determining whether or not the candidate has a bent for the seafaring profession.

In concluding this discussion of your Merchant Marine Academy I should like to say a few more words concerning the very vital force that your Merchant Marine plays and will always play in our national economy. World trade is a very essential, though sometimes little realized, part of the economic life of the United States. A substantial portion of our population are dependent directly on ships and shipping for their livelihood. Millions more would be out of work were we to permit our Merchant Marine to decline, or suffer our world trade — the life-blood of our country — to dwindle away. Every American citizen has a personal stake in this national sea power which we have created with American skill and money. When I say every citizen I do not refer only to the population of our large cities along our coastlines or on the Great Lakes. I refer with equal emphasis to the people in the interior of our country, where the aims and purposes of a merchant fleet

and the ramifications of foreign trade are obscure to many persons, but where their beneficial effects are equally pronounced. Historically in the United States, our imports have been closely related to the level of general business activity. For the maintenance of full employment, production and prosperity we need more raw materials and other goods than ever before transported in American ships. On the outgoing voyage, carrying the ten percent of our national production that is exported every year we should make sure that as a minimum, at least 50% of it, is carried likewise in American ships.

Borrowing the 1945 national slogan of the Propeller Club of the United States I urge you all to remember that "Your Merchant Marine saved us during war—let it serve you during peace." Remember also, from the viewpoint of national defense that a strong Merchant Marine is like a prize fighter who always keeps in condition. Nobody wants to take him on.

A Great Lakes Excursion: 1847 Style

By MENTOR L. WILLIAMS

AFTER THEIR LABORS at the Chicago River and Harbor Convention, July 5-17, 1847, many of the delegates from the neighboring and eastern seaboard states decided that they had earned an extended vacation on those western lakes whose navigation they sought to improve and on whose shores they owned (or expected to own) agricultural, timber, and mining properties. With this end in view, a large and notable party embarked the evening of July 7th on the steamer *St. Louis* (Captain Frederick S. Wheeler), bound for the Sault Ste. Marie and Buffalo. Of the numerous accounts of this excursion none is more detailed than that of Thurlow Weed, editor of the Albany *Evening Journal*.[1] His report, buried for a hundred years in the files of that paper, makes interesting reading and sheds considerable light on the customs of travelers, the "sights" of the times, and the general tone of the decade—"the fabulous forties."

Soon after leaving Chicago the passengers met, Philip Hone presiding, to determine the route of the excursion.[2] A variety of views were expressed and a committee (Hon. William A. Moseley of Buffalo, Hon. Robert C. Schenck of Dayton, and Thurlow Weed) sent to interview Captain Wheeler about distances and points of interest. The committee

1. "A Run through the Lakes," Albany *Evening Journal*, July 17 and July 21, 1847.

2. There were approximately two hundred passengers. One hundred and forty-five signed the "tribute" to the ship's officers at the end of the cruise. Prominent figures included Governor William Bebb, Judge James Hall, Hon. John C. Wright, Senator Thomas Corwin of Ohio; Judge Edward Bates, A. B. Chambers, Thomas Allen of Missouri; Thomas Butler King of Georgia; John G. Camp of Florida; Roswell Colt of New Jersey; James H. Barton, Trumball Cary, and Thomas C. Love of New York.

carried its information to the general meeting where it was agreed to pursue a leisurely route to Milwaukee, Sheboygan, Green Bay and its islands, Manitou islands, Mackinac, Sault Ste. Marie, Presque Isle, Fort Gratiot, Detroit, Sandusky, Cleveland, and Buffalo. The boat according to the terms of the excursion, would go where the passengers directed and remain at any point as long as they wished—all at the rate of $2 per day, including their meals.

Wisconsin was the "wonder land" of 1847; magnetic Wisconsin; Erastus Corning and his lady left the party at Milwaukee; Charles King, editor of the *Courier and Enquirer* stopped there also; Philip Hone and his daughter remained in Sheboygan. Next to Chicago, Weed predicted, Milwaukee would be the "great City of the far West." Sheboygan he found delightful; but the river, navigable for two miles from the lake for even the largest vessels, was useless because the government had failed to appropriate a few thousand dollars to dredge the bar from its mouth.

Picking a route cautiously through the islands and reefs of "Death's Door" strait, an out-of-the-way region familiar only to the captain and mate of the *St. Louis,* the party came upon a solitary lighthouse [3] indicating that the government at least "recognized the existence of this most interesting portion of our common Country." From the Green Bay islands the party crossed to North Manitou Island where they saw sand dunes rising two hundred feet above the lake. Investigating a rumor that there was a large lake full of trout on the summit of this island, Weed found it to be false. The only lake on the island was level with the surface of Lake Michigan. Though only wood was produced on Manitou Island, the Albany editor opined that soil which would bear maple and birch would bear wheat, corn, and vegetables. All the Whig editors, it appears, were agricultural experts.[4] There were forty men, woodcutters, on North Manitou; they received $1.75 a cord for their work. Only one family lived there, however; they regretted that, isolated as they were, they could not vote the Whig ticket.[5]

3. The Washington Island light house, Green Bay, Wisconsin.
4. Greeley, for example, was caricatured all his life for pretending to understand the problems of agriculture.
5. The family, said Weed, had moved there from Greenville, Washington County, New York.

The party left Manitou Island the evening of July 9th and reached Mackinac early the next morning. There the group divided. Most of the ladies and two-thirds of the gentlemen went ashore for a "Pic Nic" provided by T. T. Bloomer, the "indefatigable steward." The remainder kept to the boat and steamed to Carp River where

> some forty gentlemen, "armed to the teeth" with rod, reel, line, hook, fly, angleworm, &c. &c., . . . [became] intent upon beguiling and capturing the wary Trout.

While the others fished, Weed looked out upon a broad wilderness and meditated:

> Solitude — vast and sublime solitude — is the striking feature of these mighty waters and these boundless woods. Lake Michigan occupies more surface than the State of New-York, and the productive, unoccupied lands bordering it would sustain a population greater than that of all the New England States. And yet there are hundreds of miles of Coast, upon this Lake, whose waters float hundreds of Vessels burthened with millions of dollars, where the Government has not yet expended the first dollar for a Harbor!

Meanwhile, the fishing party was "beset by merciless musquetoes, and, if possible, more ferocious flies." Trout were abundant and wily as well as wary. Only 150 were taken; George Clinton of Buffalo caught 39 of the lot. Many anglers had only "swollen, blood-besmeared faces" to show for their efforts.

Like all travelers to Mackinac, Weed found it expedient to recount the Alexander Henry story. Some of his more gruesome embellishments must have titillated the romantic prickles of his eastern readers, especially that of the eating of the bodies of Henry's fellow prisoners:

> One body was cut into five parts and placed in five kettles. Invitations (small bits of cedar-wood for cards) were sent for guests to the Feast. "Wawatam" [Henry's Indian "brother"] was a guest. He took his dish and spoon, and returned with a human hand and a large piece of flesh.

of such stuff were the western legends made, particularly for tenderfeet.[6]

Editor Weed was critical of the famous Mackinac fortification;[7] he called it "expensive," a common Whig attitude.

> I supposed [it] would command the Island. But upon examination, it seems to have been designed rather for ornament than defence. There is a point in the rear of this Fort, of such decided advantage, that an enemy, landing at

6. See Milo M. Quaife (ed.), *Travels and Adventures in Canada and the Indian Territories by Alexander Henry* (Chicago, 1921), Chapter XII.

7. The Fort was garrisoned at the time by the "Brady Guards" from Detroit.

> any of the exposed parts of the Island, with very little trouble, and two or three guns, without any loss or danger to themselves, could utterly destroy this apparently strong fortress.

Greeley, earlier, had condemned the military establishments at Detroit and Sault Ste. Marie as useless and wasteful expenditures of the national wealth.[8] Whig views were predicated, of course, upon opposition to the Mexican campaign.

Mr. Bloomer's Pic Nic must not be neglected. The celebrities who attended it behaved in the manner customary to most political junkets to Mackinac Island.

> After visiting the "Sugar Loaf," "Arch'd Rock," and other points of interest, the Band being in attendance, Dancing on the green commenced. Other rural exercises and sports were resorted to, and kept up with spirit, until Dinner was announced. The "Chowder," as one or two Bostonians affirm, was one over which Mr. Webster, without loss of culinary character, might have presided.[9] After Dinner, the sports of the day were concluded by a grand "Steeple Chase," in which Ladies and Gentlemen participated. The ground selected for the Chase, though apparently of even surface, proved to be undulating! The consequence was that several Gentlemen who left the starting point with *spirit* and confidence, were either down or distanced by the Ladies. One gentleman attributed his fall to the circumstance that Mr. Bloomer, in compounding his "Lemonade," had substituted Champaign for Water!

In a horse-play trial of steward Bloomer for this offence, Senator Thomas Corwin, the "Wagon Boy" of Ohio, served as defense attorney. Bloomer was acquitted, his services being "indispensable to the continued enjoyment of all parties." After such a delightful afternoon, it was fitting that a large number of ladies and gentlemen should be rowed in the moonlight about the harbor to hear the "Voyageurs" sing the "Canadian Boat Song" allegedly written by Tom Moore, the Irish poet.

Sunday, July 11, was "calm and intensely hot." The day began with trout, "done to a turn and larded . . . with delicate slices of salted pork, broiled to a crisp." Later, among the "interminable islands . . . silently but impressively teaching the wonders of Nature to the children of man" divine services were held, the Rev. William Allen of Northampton, Mass. officiating.[10]

8. New York *Weekly Tribune*, June 19, 1847, July 17, 1847.
9. Daniel Webster's renown as a chowder maker was fast becoming legendary. He was a splendid cook.
10. Allen had been the active chaplain of the Chicago Convention.

Fearful of the channel, imperfectly known to the pilot, the Captain cast anchor thirty miles from Sault Ste. Marie. The *St. Clair*, a Mackinac-Sault boat, carried the passengers to the little river town where a rush for accommodations ensued. Both hotels, the Van Anden House and the St. Clair, were overflowing. Many of the travelers had to remain on the *St. Clair*. Despite the annoyance, at least fifty went comfortably to bed with a splendid broiled whitefish supper tucked under their belts.

Weed's party (Mrs. Weed accompanied him) engaged a bark canoe with three voyageurs on Monday and, after paddling about the lake for some hours observing her Majesty's dominions and the Lake Superior schooners (three had just been dragged overland), made the descent of the rapids in spite of the deaths of three visitors a few weeks earlier.[11] The descent required seven minutes. Many other groups then followed Weed's example. Another fishing party was arranged but the hundred anglers were luckless. Those who did not fish crossed over to the Canadian side and visited the factory of Hudson's Bay Company.

It would have been unnatural had Weed failed to comment on the "ship canal." The entire project, he surmised, could be built for less than a quarter of a million dollars. "I shall be disappointed," he said, "if Messrs. Corwin, [Thomas] Butler King, and Schenck, who are with us, do not press this Improvement in the next Congress." He also observed the masses (some in ton pieces) and barrels of virgin copper lying on the wharves waiting shipment east. Greeley's copper interests, he learned, were flourishing.

On Tuesday, the excursionists turned homeward. At Presque Isle the *St. Louis* stopped for wood, ice, and fish. On an uninhabited island some fifty miles from Presque Isle the son of Senator Backus[12] of Saginaw had set up a fishing station "where he is now engaged with a dozen Fishermen, and where he expects to put up 300 barrels of White Fish during the season."

Wednesday afternoon they passed Fort Gratiot and entered the St. Clair River. To Weed the view was even richer and more beautiful than

11. Reported in the New York *Weekly Tribune*, June 26, 1847.

12. Henry T. Backus of Detroit [?] or William Backus of Montcalm County, Michigan [?].

it was on his way to Chicago.[13] Crops looked vigorous, healthy, and well-advanced. At 4:00 o'clock they reached the Flats which reminded the "Albanian" of the Hudson's Overslaugh.[14] "Here Vessels arriving in the night are detained until morning, as there are no lights or beacons to enable them to discern the channel." Complained the "president-maker":

> There are now over 700 Steam Boats, Propellers, Brigs and Schooners navigating these Lakes. In July, 1846, as Capt. Mills, who had charge of the Dredge reports, 71 Steam Boats, 37 Propellers, 59 Brigs, 128 Schooners, and 81 Coasting Craft, passed the St. Clair Flats. Thirty-one of these Vessels were compelled to employ Lighters in crossing; and all were more or less obstructed or delayed. And yet, though a few hundred thousand dollars would remove these obstructions, Jackson, Van Buren and Polk have opposed, resisted, and defeated appropriations!

It was not yet dark when the *St. Louis* docked at Detroit.[15] Many of the party walked through the "principal Avenues" which presented a "broad, pleasant and business like appearance."[16] Later they went to the city hall to see Christy's Minstrels who were performing before a large and "admiring audience." Thursday morning found the junketing group in Sandusky where Senator Corwin left the party. Sandusky, after twenty-five years of uphill struggle, was beginning to show evidence of prosperity.[17] Thursday evening they were in Cleveland admiring the magnificent luxury of the Weddell House, whose "Furniture would compare favorably, in value and beauty, with that of the drawing-rooms of our [New York] Merchant Princes."[18]

13. Weed had passed through the St. Clair, July 2nd, on his way to Chicago, aboard the steamer *Empire*.
14. The Overslaugh was long a danger spot for Hudson River traffic.
15. "The Detroit people had heard of the contemptuous reception which the Letter of Gov. Cass [to the Convention] met with at Chicago, and were anxious to learn particulars." Weed provided them, of course.
16. Several Batavia and Lockport, New York, passengers left the party of excursionists to stay a few days at Wales', an "excellent Hotel" kept by an old Monroe County friend of the Weed's.
17. Weed predicted that the nearly-completed Mad River railroad (Cincinnati to Sandusky) was "destined to become one of the great thoroughfares of the Union." Oran Follett, former editor of the Buffalo *Journal*, had a splendid mansion at Sandusky, "embowered with rose and honeysuckle and surrounded with delicious fruit."
18. Weddell had died of a severe cold on his return from New York where he had purchased the furniture Weed was praising.

The *St. Louis* arrived in Buffalo, July 16, seventeen days after its departure.[19] From the time he had left Buffalo until the time he returned, Weed had traveled 2500 miles upon lakes and rivers "whose waters are whitened by the canvass and blackened by the smoke of Vessels and Steamers greater in number and exceeding in value the Vessels and Commerce of any one of the Nations of Northern Europe. And yet our Government refuses to recognize this great interest as a part of the Commerce of the Republic!"

Time passed pleasantly on the excursion. Though there were too many persons for a pleasure trip, the officers had handled the situation effectively. Breakfast, "as at the Astor House," was served between 7 and 11 A. M. Lunch was at 12; dinner at 2:30; tea at 7 and supper at 10. The fare was abundant, the cooking excellent. Tables were loaded with meats, viands, delicacies, "all served in good taste." A list of stores consumed between June 29th, when the *St. Louis* left Buffalo, and July 16 is mute evidence of the gastronomic havoc wrought.

16 quarters fresh Beef
22 Lambs
11 Sheep
9 Calves
18 Pigs
600 Chickens
5 doz. Turkeys
40 Hams
128 Live Lobsters
450 lbs. Bass, Trout, &c.
150 lbs. Halibut
60 beef Tongues
125 sweet Breads
800 doz. Eggs
3 bbls. Corned Beef
2 bbls. " Pork
15 boxes Soda Biscuit
4 barrels Crackers
4 large Cheeses
12 kegs pickled Oysters
12 " " Lobsters

6 barrels Flour
2 " Indian Meal
20 " Apples
1 " Mackerel
8 boxes Raisins
6 " Oranges
45 doz. Soda
30 doz. Ale
16 doz. Porter
24 baskets Champagne
16 doz. Madeira
9 doz. Port
15 doz. Claret
18 doz. Congress-Water
14 doz. Cider
7 boxes Lemons
2 barrels crushed Sugar
4000 Segars
6 Wheel-barrow loads of Mackinaw Trout, White Fish, &c., &c.

19. The *St. Louis* and the *Empire* left Buffalo the same day, June 30.

As Weed observed, the liquids bore "at least a fair proportion to the solids." It is doubtful if the liquor list is accurate, however, since it contains no reference to the more commonly consumed alcoholic beverages (whiskey, gin, and rum), the necessary ingredients of the drinks mentioned in the next sentence. "It is due, however, to those who were seen most frequently at the Bar, to say, that they assigned the 'shocking bad water' of the West, or the 'excessive heat' as a reason for preferring 'Punch,' 'Juleps,' 'Cobblers,' 'Smashes,' 'Fixins,' &c. to 'such horrid water.' " [20]

The evenings were gay and joyous. After tea, the tables were removed from the "saloon," the band took its place and the dance began. Of the two hundred passengers, nearly a third were accomplished ladies who gave the excursion the tone and color that genteel society required. They provided the spur for the dancing which lasted from 8:00 until 11:00 P. M. Even older persons found that the occasion "brought back something of the freshness and inspiration of youth." Obviously, the 'Forties were no less gay than the 'Nineties. *Fabulous* is, indeed, an accurate adjective.

20. This list of stores was compiled by Weed from the steward's bills to "give an idea of what has been going on among us."

The Great Lakes, 1850-1861

By Andrew T. Brown

THE BEGINNING OF A DECADE

The troubled and explosive decade which began in 1850 was particularly portentous for the Old Northwest, no longer generally called "Old." Here the seeds of future national power were being sown. As events hurried Americans into the Civil War, another development was going forward beneath the surface, the unprecedented boom after the war, when the United States became the industrial giant of the world. The heart of her industrial life was the region of the Great Lakes, and in the mounting activity around this natural highway one can trace proportionately the growth of American industry.

For politicians and businessmen interested in the lakes, the decade began in an atmosphere of impatient optimism. The Northwest was the fastest growing section in the country, and highly conscious of that fact. Since the last census, 1840, its population had increased 59.08%—its closest competitor was the combination of South and West, which had increased about 48%. Michigan and Wisconsin grew most exuberantly: the former almost doubled its population in ten years, whereas the latter had increased ninefold! The total population of the Northwest had grown from 2,967,840 in 1840, to 4,721,430 in 1850. Detroit had grown from 9,012 in 1840 to 21,057 in 1850. Milwaukee, the fastest growing city in the world, had risen from 1,751 to 20,061 during the forties.

This regional growth had been so fast that something which we may call "political lag" was perhaps inevitable. At any rate, the Federal Government had not given the people of the Northwest the measure of attention to which they felt themselves entitled. Part of this was due to the general disfavor with which Democratic administrations regarded internal improvements. President Polk was particularly resolute against them. In 1846, he had vetoed a River and Harbor Bill, saying that the

improvements contemplated were local rather than national. Proper criteria for acceptable maritime improvements, he said, were that they be for the benefit of foreign commerce, or else necessary for the navy; to have signed the bill would have produced sectional conflicts in Congress. Furthermore, there was no pressing need for such improvements. A year later, he vetoed a similar bill, suggesting that the States might, with the consent of Congress, lay tonnage duties for the construction of harbor improvements. He listed several cases in which this had been done, and repeated his warning that such bills in Congress often took the form of political bribes to people of particular sections.

Although commerce was increasing rapidly, there was no complete survey of the lakes for purposes of navigation at this time. A government survey was begun in 1841, but progressed slowly. The first complete chart was that of Lake Erie, which was engraved in 1849. Charts were not issued to captains of vessels until 1852, when a station was set up at Detroit. The survey itself dragged on until its completion in 1882.

Northwestern shippers disagreed with Polk, and chafed under governmental neglect. In the summer of 1847, they held a great convention in Chicago, attended by 10,000 people. Edward Bates presided; Clay, Van Buren, T. H. Benton, and other leading men sent letters expressing varying degrees of approval for the object of the convention. During its sessions, one voice — that of D. Dudley Field — was heard in defense of Democratic policies. Field was quickly answered in a speech by Abraham Lincoln, and the convention went forward with its resolutions. Abstracted, they were:

(a) Congress is obliged to use its means for expanding commerce by affording the states "facilities and protection . . ."

(b) The inequitable distribution of appropriations for interior lakes and rivers compared with Atlantic ports and rivers should be corrected.

The Executive Committee prepared a memorial and sent it to Congress. Calhoun had been invited, in view of his support of internal improvements at the Memphis Convention, 1846, but declined, confiding to Duff Green that "I would lose more weight in the South than I could possibly gain in the West." There were no immediate specific results, but it is notable that every politician thereafter who showed strength in the Northwest dared not oppose River and Harbor bills, regardless of his party alignment.

The expansion of shipping facilities on the lakes applied both to freight and passenger traffic. Steam was gradually replacing sails as motive power for the ships. Out of 103 vessels wintering at Buffalo in 1850, 35, or just over ⅓, were steamers. Within this class, propellers began to take the place of side-wheelers. Regular passenger service was inaugurated in 1850 between Detroit and Cleveland, using two steamers, the *Southern* and the *Baltimore*. The introduction of the steamer was not an unmixed blessing, however. Fatal accidents occurred almost every month on lake steamers. A Cleveland newspaper advised all prospective passengers to provide themselves with "Bennett's life-preservers," the only self-inflating type, and one in which a number of punctures would be of "no detriment whatever."

Great Lakes shipping was not confined to domestic purposes. An increasing number of vessels were crossing the Atlantic, to sell their cargoes in Liverpool. Even more, lake ships were carrying people from such cities as Buffalo and Cleveland to California, where they might find a fortune in gold. The *Daily True Democrat* (Cleveland) carried a notice on March 6, 1850, that the *Eureka,* out of Cleveland, had put in to Rio de Janeiro on account of the illness of the skipper. A few months later, the *Eureka* made it safely to San Francisco. The arrival in Buffalo of the propeller, *Ontario* from California occasioned much comment; propellers were new enough to arouse interest at that time.

A great influx of people from all walks of life took part in the development of the Lakes. Passenger business was booming. In 1850, 13% of Milwaukee's citizens were native to the region, and 22% of Chicagoans. Most of the immigrants came by water. Poor crops in Europe during the late forties boosted the price of wheat. The strangely pessimistic note of the *Daily True Democrat* described the process graphically: "Lawyers laid down Coke and Blackstone; physicians dropped Alopathy and Homeopathy . . ." These people went into the executive end of the business; the number of sailors did not increase proportionately, which meant that wages went up steadily — "another evil." "It will be many years," concluded the *Democrat,* "before the increase of commerce will need any addition to the tonnage of the lakes, or before the present stock will be profitable."

Very few people shared this bearish attitude. The same newspaper had carried stories of an estimated record grain surplus in Ohio just a few months before. Grain was only the first of many items which were shipped in bulk on the lakes, but already in 1850 grain, copper, and iron were being carried in increasing quantities. Lead was a fairly large item in 1850. Two thousand tons were shipped that year from the Galena mines, but this figure declined as the mines became gradually exhausted.

The copper rush of the late forties was slowing down, but in 1850 Michigan listed twenty-three copper mining companies. Their total investment was $619,000, and the value of their product was well over half that figure!

The great product of the lake country was, of course, iron. It was first shipped in 1849; ten tons of ore were brought from a mine in Northern Michigan to the Cosala Iron Company, in New Castle, Pennsylvania. Already, representatives of the region in Congress were urging potential mineral wealth as a reason for more friendly legislation, such as a grant of land to Michigan to enable the state to build a canal in the St. Mary's River. The falls there made it necessary for products to be unloaded and carried by strap railroad between Lakes Huron and Superior.

The aggregate value of all the lake trade in 1850 was put at $186,500,000 by James Barton, a Buffalo lobbyist. He may have been exaggerating a little, but no one, in Congress or elsewhere, seemed disposed to question his figures. They meant that the lake trade exceeded the entire American export trade by forty million dollars. Little wonder that Polk's criteria for internal improvements were coldly received in the Northwest!

There were signs of a change in the government's attitude. Statesmen were discussing reciprocity with Canada. A treaty had been introduced in Congress in 1848 and 1849, but nothing was accomplished. In 1850 it was brought up again; this time northwestern shippers had attached to it a provision that Americans should navigate the St. Lawrence River and its canals on the same basis as members of the British Empire. The bill was still unsuccessful; reciprocity and free navigation of the St. Lawrence awaited the unfolding of the fifties.

In President Fillmore, the Whigs found a strong supporter of federal internal improvements. He not only supported the principle, but in his first annual message, he chose the Great Lakes for special mention:

> Nor do I perceive any difference between the power of Congress to make appropriations for objects of this kind on the ocean and the power . . . for similar objects on lakes and rivers . . . The magnificent Mississippi and its tributaries and the vast lakes of the North and Northwest appear to me to fall within the exercise of the power just as clearly as the ocean and the Gulf of Mexico . . . A ship canal around the falls of St. Mary of less than a mile in length, though local in its construction, would be national in its purpose and benefits . . .

So the decade opened in an optimistic atmosphere. Trade was increasing, new fields were appearing, and the government was beginning to nod in a Northwesterly direction. The Cleveland Common Council no doubt felt this breeze, when it authorized its Committee on Harbors to contract for repair of the city dock — the cost not to exceed $230.20.

(To be continued)

Surf Twilight

(Lake Erie — June 12, 1946)

By Lee Richard Hayman

Outstretched upon the heat-drenched beach
Member by member my city's body stills,
Relaxing nerves with strange extravagance,
And momentarily eyes consume only blue.

Swallows dip insanely, swiftly graceful
In their game of chase and swerve and chase;
White waves break endlessly with rolling,
Foaming fingers clutching hopelessly
At passive pebbles on the passive sand.

Majestically sky's master-sun,
Oblivious to beach and bird,
Follows his accustomed course until,
Touching the horizon's edge, he slips
Slowly from the water's tongue
Down the long, dry throat of earth.

Some Michigan Place Names Honoring the Navy

By THEODORE G. FOSTER

AT THE TIME of the formation of Michigan Territory the United States had successfully completed its War for Independence and the War of 1812. After the formation of Michigan Territory and the subsequent subdivision of the land into political units, it was only natural that in the selection of names for these new counties and townships that the political, military, and naval heroes of the two wars would receive due attention. For it was their names that were fresh in the minds of the public for their deeds of service, skill, and valor. Thus it was that the first Michigan county to be set off was named for Mad Anthony Wayne, one of the outstanding military heroes of the Northwest Territory.

Considering the position of the state of Michigan as it is, surrounded by water, it seems strange at first thought that more of the place names were not chosen to honor the naval heroes of the two wars. However, when we consider the facts, that the settlers who had the say about the selection of names were landlubbers and definite voters of one locality, and the relative size of the number of men who served in the navy compared with the number who served in the army, it is not so strange that the naval heroes did not receive their due homage.

Henry R. Schoolcraft, a member of the Territorial Legislative Council, was appointed one of a committee to draw up a list of names suitable for the naming of new townships of the rapidly growing territory. In submitting his report in 1828 he gives a list of twenty-one British vessels captured on the high seas during the War of 1812. The Legislative Council did not use any of the names in this list. However, it did use a great many of the political, Indian, and "coined" names that he submitted at that time.

In 1837 Michigan was admitted to the Union with the rank of statehood. Among the first townships to be given names were several located in the southwestern counties of Van Buren and Berrien. Decatur Township, Van Buren County, was organized March 11, 1837. The name

was selected to honor the popular naval hero, Stephen Decatur, who won fame during the second war with England and in the war with the Barbary States.

On March 19, 1845, the township of Decatur was divided. A new township was set off, Porter Township. To Mrs. Harriet Van Antwerp belongs the credit of selecting the name for the township. At the time of the first town meeting for the purpose of the selection of a name and the completion of the preliminary organization, she was reading James Fenimore Cooper's *Naval Heroes*. Impressed by the career of Admiral Porter, she suggested that as Decatur Township had been named for a naval hero, the new township should also be named for another naval hero. The name of Porter was adopted. The village of Decatur uses the borrowed name of the township in which it is located so that it too is indirectly named to honor the naval hero.

Lawrence Township, Van Buren County, was organized on the same date as Decatur Township, March 11, 1837. It was named for James Lawrence who was mortally wounded aboard the U. S. S. *Chesapeake* in the War of 1812. He won enduring fame for his famous saying, "Don't give up the ship." The village of Lawrence also was named to commemorate him. Sixteen other places in the United States have been named in his honor.

In 1830 a new township was surveyed in Berrien County but was not organized until March 11, 1837, when it was given the name Bainbridge, supposedly being named for Commodore William Bainbridge who was in command of the famous *Constitution*, "Old Ironsides." Owing to the fact that the surveyor who originally surveyed the township came from Bainbridge, Chenango County, New York, there are some who claim that the surveyor named the Michigan township for his old home. Bainbridge, New York, was originally Jericho. The name was changed to Bainbridge in 1814 to honor Commodore Bainbridge.

Perry Township, Macomb County, was set off in 1821 and was named for Admiral Oliver H. Perry. The name in the county is now obsolete. The land that was once Perry Township has been included in other townships. Perry Township, Shiawassee County, organized in 1836, and the village of Perry in the same township still retain the name given to commemorate Admiral Perry as do twenty-six other places in the United States.

Branch County was named for John Branch who was Secretary of the Navy under President Andrew Jackson. It is one of the six counties set off and organized at the same time, all of which were given names of members of Jackson's cabinet and are commonly known as the "cabinet counties." Branch Township, Mason County, was not set off and organized until 1871. There are two versions of the selection of the name. The first is that it was named directly for the Secretary of the Navy, John Branch, and the second is that it was named by a settler from Branch County. In either case the result is the same. Directly or indirectly the name was for the Secretary of the Navy, John Branch.

Monitor Township, Bay County, was not organized until 1869 and thus was one of the townships to derive its name from the Civil War. The village of Monitor, using the borrowed name of the township, is also of the Civil War period. The post office of Monitor was established in 1894.

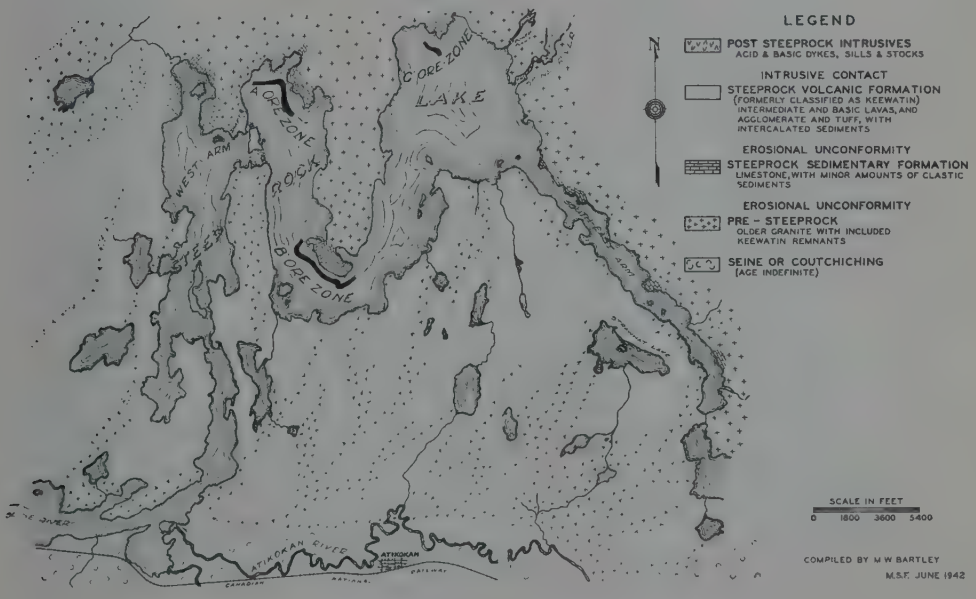
Directly after the Civil War the northern Michigan cut-over lands were rapidly settled and developed so that at the end of the Spanish-American War practically the only opportunity to honor the naval heroes of that war was in the naming of new post offices that were established.

Dewey, Au Train Township, Alger County, was named for Admiral George Dewey as well as the post office of Deweyville in Livingston County, which was established in 1899. It was, however, discontinued the same year and is thus an obsolete place name. Hobson of Alpena County was named for Richard Pearson Hobson who won fame by sinking the collier *Merrimac* at the entrance of Santiago Harbor to prevent the Spanish fleet from escaping. Santiago of Turner Township, Alpena County, was established as a post office in 1899 and was named to commemorate one of the important names in United States naval history. With the advent of the rural free delivery the office was discontinued but the community still retains the name.

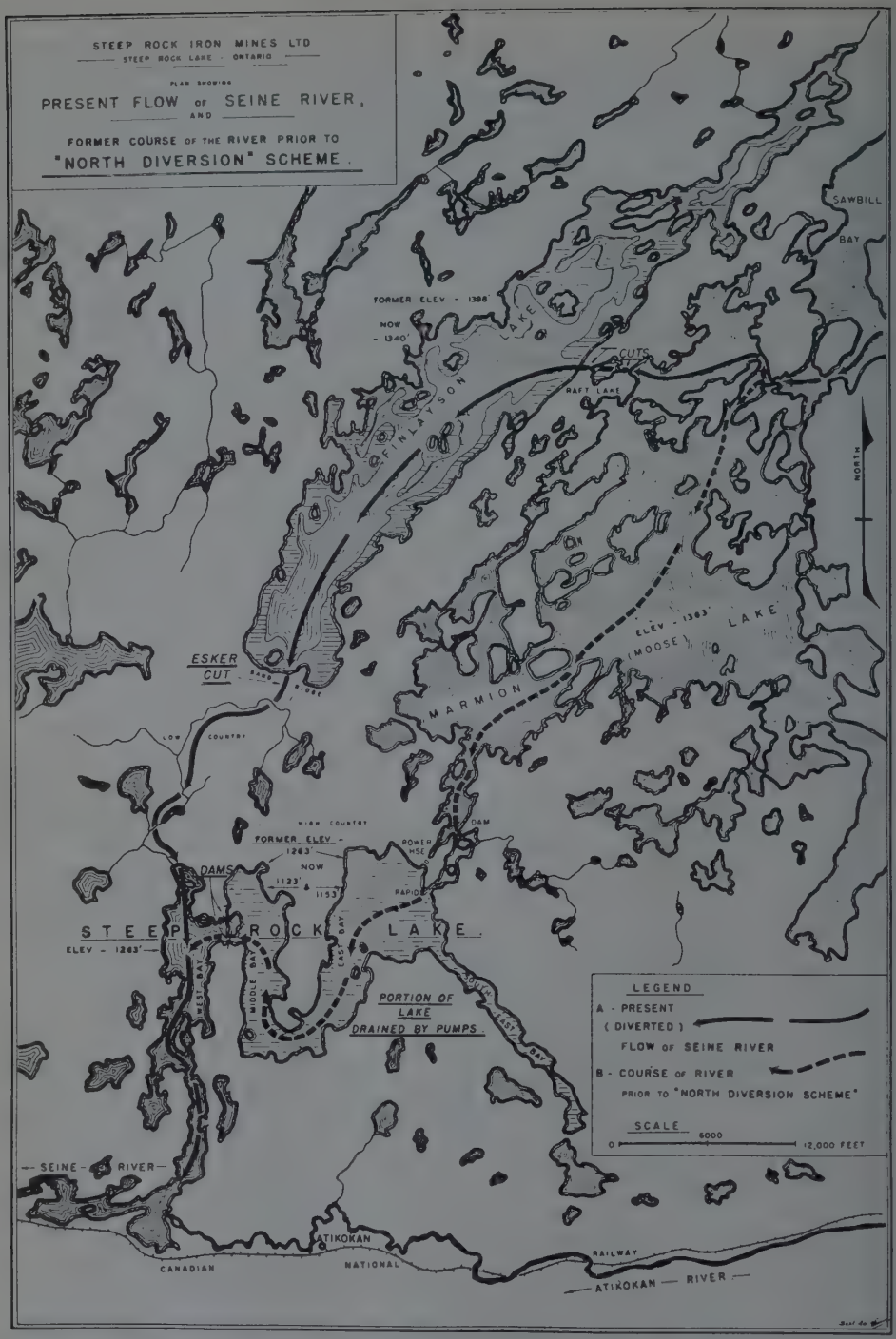
There are no doubt a number of places on the Michigan shoreline that were named for the captains of Great Lakes vessels or some of the members of the shipping industry. Continued search for the origin and derivation of the place names of the state will bring these to light but with the passing of time the evidence becomes more difficult to verify.



THE ERRINGTON MINE, "B" ore zone. Photograph by courtesy of Steep Rock Iron Mines Limited. (See page 140.)



GENERALIZED geological map of Steep Rock. (See page 140.)



PRESENT flow of the Seine River and former course of the river prior to the "North Diversion" scheme. (See page 140.)



RAFT LAKE Diamond Drill Cut, nearing completion. Photograph by courtesy of Steep Rock Iron Mines Limited. (See page 140.)



RAFT LAKE Rock Cut, completed. Photograph by courtesy of Steep Rock Iron Mines Limited. (See page 140.)



Rear Admiral Gordon McLintock, USMS. Photograph by courtesy of Chase News Photo, Washington, D. C. (See page 144.)



The Merchant Marine Academy, Kings Point, Long Island. Photograph by courtesy of the United States Merchant Marine Academy. (See page 144.)



THE OLD LOCKS at Sault Ste. Marie, 1892. By courtesy of Nellie M. Luehrs.
(See page 185.)



INDIANS fishing in rapids at the Sault. By courtesy of Nellie M. Luehrs.
(See page 186.)



The Battle of Lake Erie. Primitive oil painting, artist unknown, belonging to historic Dunham Tavern, Cleveland, Ohio. By courtesy of Dunham Tavern. (See page 191.)



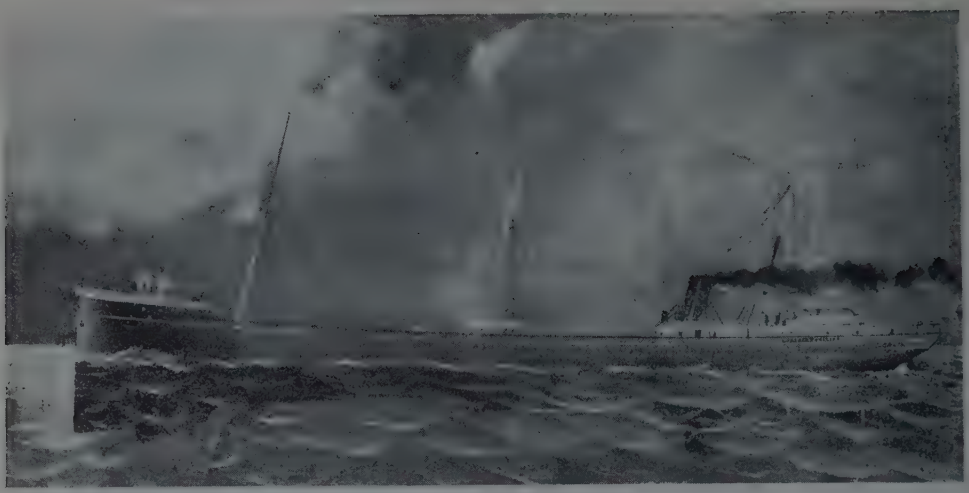
THE *St. Louis* in the old Michigan State Lock. (See page 153.)



THE OLD *Huronic*. Photograph by courtesy of Kenneth E. Smith. (See page 199.)



THE CANADIAN PROPELLER, *Bannockburn*. By courtesy of Rev. Edward J. Dowling, S.J. (See page 200.)



THE *Western Reserve*. Photograph from *History of the Great Lakes*, by J. B. Mansfield. (See page 195.)



G. L. H. S. exhibit at The American Library Association Conference, July 16 to 22, 1950. Photograph by Don Booth. (See page 201.)

*An 1860 Vacation Jaunt**

August 17th, 1860. This morning at five o'clock, the West Andover Brass Band left home for a pleasure trip up to Lake Superior. The morning was cloudy, with a light shower to lay the dust, and make our ride in our band wagon the more pleasant. Our company consisted of the band and some of their ladies, to wit, J. H. Carpenter, Myron Beach, O. F. Mason, D. R. Carpenter and Wife, J. E. Snow and Wife, T. S. Selby, C. M. Wilkins, Isaiah Crowther, Fred Boyington, Levi Rice, Henry Wilder and Wife, J. L. Osborn and sister. All enjoying ourselves first rate. We arrived at Ashtabula at eleven o'clock; we met my old and well tried friend, Rev. Ransom Dunn; was glad indeed to see him; he was on his way from Hillsdale to Boston.

We left Ashtabula at twelve thirty on the cars for Cleveland. Had a pleasant ride, left my wife at Madison with her friends, and we arrived at Cleveland at two o'clock. We put up at the Bennett House. Rambled over the city to our hearts' content, at five o'clock, took supper, after which we went down to the boat *Iron City*, a beautiful steamer which is to be our home for the next ten days. The crew were about thirty in number, and many of them were colored men, but fine fellows. After sunset, we commenced playing, and played most of the time till the boat started, which was about nine o'clock. The weather was fine, the lake smooth and we were soon out of sight of Cleveland; we were all tired, and soon found our state rooms and beds; here we spent our first night on our pleasure trip towards Lake Superior. Some of us slept, and some of us did not much.

Sat. morning Aug. 18th. This morning I arose a little before the sun, went on deck, found we were in sight of Walden, where so many black men have declared themselves free men. We are now passing some beautiful islands, and some manufacturing villages. The morning is beautiful, and the river is calm as a summer evening.

* From the diary of J. E. Snow, edited by Charles J. Dow, Conneaut, Ohio.

We arrived at Detroit at about seven o'clock; this is a business city, everything appears to move like clock work, on the river, and the land. On the opposite side the river is a large town, called Windsor. There are a large number of colored people who find employment here, without the fear of being carried off by southern slave holders. I am glad there is a spot on this wide earth, where the colored man is free. We entered Lake St. Clair at about twelve o'clock. This is rather a beautiful sheet of water, though the smallest of the great chain of lakes. The weather is still beautiful, and all on board are enjoying themselves finely. On leaving Detroit, we went nearly due East. We are now in the middle of the South. At 2 P. M. we are having a hard shower, although there are but few clouds to be seen. The sun is shining all the while. The shower soon over, we are now on what is called St. Clair Flatts, where the grass grows up through the water. There is a light house about ten miles from shore. We are about to meet a steam tug with three tall masted vessels in tow. We have met one like it before. We are coming among the islands. At five o'clock, we are passing the town of St. Clair, on St. Clair River. This is a beautiful country on either side of the river; the river is about three quarters of a mile wide, steam saw-mills are very plenty. Pine logs are floated down from the north. We have just met a raft of about two acres of pine logs, towed by a steam tug. The crops along the river are fine, this is a pleasant country. At sunset, we entered Lake Huron, with rather a stiff head wind. The boat begins to rock some, just enough to make it ride pleasantly.

Sabbath morning, Aug. 19th, it is somewhat cloudy, but no wind, the lake is calm as it can be, not a ripple on its waters. There are now in sight thirty one vessels, all waiting for wind to waft them along. We are nearly out of sight of land, there is a little streak lying west of us. We passed Saginaw Bay, before daylight, when we were entirely out of sight of land. We are now at breakfast time in the vicinity of Thunder Bay. At 9 A. M., we are among the islands covered with pines, the country is wild and beautiful, the day is fine, not wind enough to make a riffle on the water. At about 11 o'clock, we begin to see land on the eastern shore. At 1 o'clock, there is a long strip in view, and we begin almost to lose sight of it on the western shore. In front of us nothing is visible but water and clouds, with here and there a sail. There is scarcely any

wind, all is smooth and fine. We have just left a table where we have partaken of a dinner, good enough for any man. We have lived well all the way. The whole crew appear to be men of the right stamp.

We are now at 3:30 p. m. passing out of Lake Huron. There are a large number of islands, and all covered with pines. A fine chance for a steam saw-mill. It is now raining a little, but not hard. It is not a very easy task for me to describe the splendor of the scenery, as we pleasantly float along among those beautiful islands. They are all covered with timber, of various kinds, pine, hemlock, spruce, cedar, white poplar and a variety of undergrowth. On the small islands, the timber is large. We are having rather a rainy afternoon, which makes it unpleasant being out on deck, but we have no wind to disturb at all. We are now passing a few log houses, where there are a few vegetables growing in the garden. We are just entering a beautiful river, the clouds are breaking away, and the rain has stopped. At sunset we entered a very narrow river where there was a small village, and some land cultivated, but no corn growing, a few cabbage, turnips, and a few potatoes were about all that could be seen. This is St. Mary's River.

Soon after dark we came to the canal where there are two locks, that lock up into Lake Superior. This canal is about three quarters of a mile long. This is a great work connecting the two Great Lakes. The fall is twenty eight feet, the rapids are about half a mile long, and I should think about the same distance wide. The Indians will run their birch bark canoes up the rapids, and catch fish. We passed through the locks, and went as far as the upper end of the canal, and tied up till morning, as it was too dark to enter Superior among the islands.

Monday I arose as soon as it was light, and viewed the canal and locks and at eight thirty we started. And after passing a large number of islands we came into Lake Superior. We are now at noon, out in the broad lake with a stiff head wind. The waves are beginning to roll big, the white caps are showing themselves to good advantage. The weather is quite cold, at four o'clock, the weather is quite pleasant, the wind has gone down, and the lake is getting quite smooth again. At five o'clock we are passing the sand bank, or what they call the "Sandy Mountain," which is three hundred feet high, and about five miles long, no timber for half a mile back. The wind has all gone down, and the

lake is getting quite smooth again. Now at 6 P. M. we are nearly opposite the Picture Rock, but so far off that we cannot see the pictures. We can look into the big Cave where a steam boat can go in and turn around. Now the sun is just setting in the water, rather of a splendid sight. It is quite cold, more like October than August. It is no easy task for me to imagine that I am nearly one thousand miles from home, and on one of the largest lakes in the world. The weather is still fine, a little head wind, but the lake quite smooth. We are now at ten fifteen, within forty minutes sail of Marquette. We stopped here and stayed until about three in the morning, it is so dark that I can't say much about it.

Tuesday morning, Aug. 21st, I arose this morning, just in time to see the sun come up out of the water. There is a little wind, and the lake somewhat rough, but the wind soon died away, and it is quite calm again. We are now at ten o'clock, at Portage Entry, unloading on another vessel, about two miles from shore. The weather is beautiful, the wind is springing up from the south. The scenery along this lake is most splendid. There are mountains on the south of us, that are high, and the forests unbroken, the timber is mostly pine with a thick growth of underwood. In some places, where the soil is cultivated, some places there is a fine sandy beach, and in other places a rocky shore. Some are a white sandy rock, and others a red sand rock and very high, it has the appearance of brick, and extends along the coast for many miles. It is impossible for me to describe the many places of interest, as we sail along this beautiful day.

At 2 P. M. our boat came to an anchor about half a mile from shore, where there were six hundred fish barrels to be taken off, and about twenty five barrels of salt. We stayed here about four hours, and all went on shore and had a ramble on the sandy beach. Here we saw the Indian women drying fish over a slow fire. Henry Wilder and I went into the lake swimming, the water was cold, and clear, we picked up a number of little stones, and brought them away with us. This is a great fishing establishment, where one of our passengers lives. We left this place at about six o'clock, at sunset. We are at the lower end of the peninsula, passing between it and the Manitou Island. We stopped at Copper Harbor, Eagle Harbor and Eagle River in the night.

Wednesday morning, Aug. 22nd. We arrived at Ontonagon at eight o'clock, this morning. Here we found the beautiful steamer *Lady Elgin* which backed out, to make room for the *Iron City*. It rains now very hard, and some snow mixed with it. This is quite a town, I should think contains about five hundred inhabitants. This is the extent of our journey. When we leave this place, it will be to return to our homes, which will be about noon. Here I got the first specimen of copper ore. We have had a fine passage, the lake has not been very rough, everything has passed off delightfully, I hope we shall have as good a time in going back. If this is a specimen of the western country, I think I shall not care about going west to live. All the fruit and garden vegetables are brought here on the boats, the soil is one mass of sand. Some of the residences have rather a beautiful front yard, with shade trees in them, this place is situated at the mouth of Ontonagon River, and is destined to be one of the largest cities on the lake.

Now at eleven o'clock, we are again on the mighty deep, and it is raining very hard, but the noble vessel is crowding its way, along its trackless course, regardless of the elements that surround it. We have just arose from the dinner table, and it rains powerfully, and thunders terrifically; the lake is not very rough. We came to Eagle River about four o'clock, where we spent the remaining part of the day rambling through the town, and over the hills. We went to one of the copper mines, and should have gone to another, if it had not rained. We got a number of specimens of copper at this place. I saw fine horses here, and some very large oxen, and some large cows. We stayed at this place all night.

Thursday, Aug. 23rd. We left Eagle River at five thirty this morning, and at six thirty we are at Eagle Harbor, a place of about two hundred inhabitants. All that makes the place is the Harbor, and the copper mines in the mountains. While we were at this place, the *Lady Elgin* came in, and another boat was coming in as we left. We are now again out in the lake, crowding our way along against a hard wind. It is a little cloudy, but rather a pleasant day, after all. At eight thirty we enter Copper Harbor, where we stay about one hour. This is a very pretty place, but small. One church, one store, one tavern and store house, and a few dwellings.

We are now again on the great deep, pressing our way on pleasantly; there is a little wind, but not enough to make it very rough. Thus far everything has passed off first rate, we have had no cause to regret that we have made this trip. If we have no worse weather than we have had, we shall always look back to this time, as one of the brightest spots in our history. We are now at ten o'clock, turning the peninsula, between it and Manitou Island, which are about one mile apart. The *Lady Elgin* and another boat are just behind us, putting on all the steam they can make; they go to Portage Entry, and we to Marquette. The wind begins to rise, and the waves run rather high, the boat tumbles about more then it has done since we left Cleveland. There is quite a heavy fog, the lake is still quite rough, and many of the passengers are sick. I do not feel sick yet, but I expect to soon, unless the sea goes down a little.

Five o'clock, we are safe at Marquette. This is quite a business town, of nearly one thousand inhabitants. We called here in the night, when we went up, and I did not see much of it. Iron seems to be the main article of commerce. The hands are taking on coal, which I was told came from Cleveland. I have just been looking out of my stateroom window, to see those faithful black men work with their shovel and wheelbarrow. I really feel very sorry for them. It rains hard, but they keep at work, but they are well paid for this work. I think I should not like to be driven so hard, without any time to rest my weary bones. Just after dusk, the *Lady Elgin* came in, and tied up to our boat, and we all went on board of her. I think it is the most beautiful boat that I ever saw in my life. In consequence of the dense fog, and the darkness of the night, we did not leave till morning. The *Lady Elgin* only stopped about two hours, when she put out to sea again.

Friday morning, Aug. 24th, at about four o'clock, we left Marquette, and again launched out into the deep. The wind was blowing quite hard, and the waves running high, the boat would roll and tumble finely. We are now at seven o'clock, in sight of the Cave, and Picture Rocks, but they are some ten miles off. This forenoon has been the roughest of any time since we started. But very little stirring about on the boat. At one o'clock the weather is more pleasant, and the wind going down, but still the lake is quite rough, and many of the passengers are sick. We are coming in sight of land on the north shore, and we shall soon be out of Lake Superior. At two thirty, we have stopped at White Fish Point.

There is a Light House, and a dwelling house, and a number of Indian huts, a fishing park, and barren sandy soil.

We arrived at the Sault St. Marie's Canal, just before sunset. Where we had a fine view of the Lock and rapids, and also of the town. When we went up, we passed this place in the night, and did not see it much. It is quite a town, about five hundred inhabitants. I should think from the appearances, that whiskey was used pretty freely here. We left the boat and went through the town on a ramble, had a good time. The boat tied up for the night. The river below here is very narrow, and difficult running in the night.

Saturday morning, Aug. 25th. We left this place a little after sunrise. This is a beautiful morning, but rather cool. We have had quite a large accession in the number of our passengers, and among them is the celebrated Mr. Dodsworth of New York City. He is leader of the largest band in the United States; he had his instrument, and played a few solos very nicely. At eleven o'clock, we have passed through the river, and among the islands and now we are at Detour, a small place, of two or three log houses, and one large frame house. This is just at the entrance of Lake Huron. The scenery is rather beautiful, but there is nothing to induce anyone to come here to live. At eleven thirty, we are now again under way, with the broad Huron before us. The day is beautiful, and the lake is calm, and we are passing rapidly over its smooth waters. The afternoon passed off very pleasantly, nine o'clock, beautiful scenery, the moon shines brightly, and we are enjoying ourselves finely. We are now off Saginaw Bay, and out of sight of land. This is the only place, that we have passed, where we could not see land on one shore or the other.

Sabbath morning, Aug. 26th, we are still on Lake Huron, on the Western shore. For twenty miles the banks are rocks, and very high. There are two considerable villages in sight, I should think they were about ten miles apart. This is a beautiful morning, the lake is calm. There is quite a number of vessels in sight. Eight o'clock, we have just left Lake Huron, and entering St. Clair River. This is a beautiful place on either side of the river. The cars come in from the East, and West, and almost every point of the compass. These are the largest towns I have seen since I left this place going up. This place is called Gratiot.

We passed down the river, and through Lake St. Clair, met a great many tugs, towing sail vessels up, and some had as many as four or five in tow.

At one o'clock, we arrived at Detroit, the shops are generally closed, and all seems to be quiet as a Sabbath day, except the unloading of some freight, from our boat. Just now a ferry boat came over Canada, with about twenty five colored children on board, dressed in their Sunday suits, looking as happy as any children in the city. They started directly up town, probably on their way to church. I was glad to see that the Sabbath day was regarded in so large a city as Detroit.

At two o'clock, we left Detroit, and are again on the river, making our way towards Cleveland. We rode pleasantly down the river, and were soon on Lake Erie. At about five o'clock, we come among the islands, which we passed in the night when we were going up. This is the battle ground of Commodore Perry, which was fought on the 10th of September, 1813, a day that will not be soon forgotten, by the people of America and Great Britain. We arrived at Cleveland about twelve o'clock, at night, all safe and sound. The band all got up and played a few times, and then returned to their beds again. Monday morning, August 27th, we left our beds, and found our boat tied up at the same spot where we found it ten days ago. We were glad indeed, to set our feet on Terra Firma again, once more. Our journey has been a pleasant one, still we were glad when we left that noble steamer *The Iron City*. We formed acquaintance with some of the crew, and passengers, that will not soon be forgotten. We had another ramble through the city, went to the Bennett House and took breakfast, and at ten o'clock we took the cars for Ashtabula.

[The end of J. E. Snow's account of trip up the Lakes.

At Willoughby, J. L. Osborn, and his sister Helen, left us to visit their relatives, by the name of Lord. At Madison, J. E. Snow left us to join his wife. At Ashtabula, some of the Band Boys went to Mr. Nettleson's on the South Ridge, for our horses and band wagon, when they came with the wagon, we loaded in, and started for home. And right glad we were to get back, safe and well from our very pleasant trip. After being gone from home eleven days.

Record finished by Henry Wilder, West Andover, Ohio, leader of the band.]

Recollections of the Great Lakes 1874-1944

By Lauchlen P. Morrison

Part VII

improvements at the soo (continued)

About this time Chief Ripley was given jurisdiction over the entire layout of the Sault locks, channels and all other contingent improvements while the writer was put in charge of the channel improvements.

Reverting to the time of the deepening of the Hay Lake channel, a third lock was authorized and constructed. This lock was 1300 feet long between the upper and lower lock gates, and would take any two of the lake freighters existing then tandem. The boats were rapidly approaching 600 feet in length. The theory of the long lock was correct but the long ships did not come along in pairs. There might be two four hundred footers. These only partially filled the basin but they took the same amount of water as would two 600 footers. The width was wrong as even the small freighters could not lock abreast, vessels of less than 30 foot beam being rare by this time. This lock was known as the Davis lock. A new or fourth lock was then put under consideration. Of this lock, called the Sabin, there will be further mention.

All of the locks at the Sault prior to the Sabin lock had been named after deceased army engineers, so the naming of a lock after a civilian engineer, still alive, was a radical departure, but surely a well deserved one.

the st. marys river

The St. Marys River is the connecting link between Lake Superior and Lake Huron, not, strictly according to definition, a river at all but a strait, and virtually a constriction of the Great Lakes system.

Leaving Lake Superior it is a single stream from one to seven miles wide. The current is slow and flows over a boulder stream bed. At the Sault it meets an obstruction consisting of a sandstone dike running from the Canadian shore to the American. This dike falls rapidly from the Lake Superior level to approximately the Lake Huron level and creates what is known as the Soo Rapids or the Falls of the St. Marys. These rapids were very tumultuous and the only passage was made by some daring native Chippewa Indians. The trip was spectacular, but not at all hazardous, lasting from three to five minutes. The Indians splashed a lot of water and shouted Indian commands to each other. The tourists were shrouded in waterproof tarpaulin and the whole thing was done in proper Buffalo Bill style.

From this point the river descends some 22 feet in less than a half mile. Power plants have robbed the rapids of about 40% of the natural flow and have left them comparatively uninteresting. The big Indian birch bark canoe has disappeared into the limbo of the sailing vessel and the river tug boat.

About two miles below the rapids the river divides into two streams, one going by what was known as the Old or Lake George channel. Until the completion of the Hay Lake channel this was the only means of freight and passenger traffic between Lake Superior and Lake Huron. This channel was winding and shallow, the maximum draft it ever permitted being about 12 feet. It was quite a scenic route. The Canadian shore consisted of low, rocky hills of the oldest rock formation of the world, the Laurentian rock (granite) covered with evergreen trees. The Sugar Island shore (American) was a clay boulder type of glacial drift, covered with maples, elms and other deciduous trees, a quiet silvan beauty, contrasting sharply with the Norse-like scenes of the Canadian shore. The water was beautifully clear and many islands and islets dotted the entire course. This channel ended at the East Neebish (an Indian word denoting a pot of boiling leaves). It then rounded the lower end of Sugar Island and entered Little Mud Lake.

The other division of the stream at Little Rapids passed down Hay Lake through the Middle Neebish channel and at its lower end in Little Mud Lake it again met the water it had parted from near the Soo. This channel, the Hay Lake, bifurcated about the middle of Hay Lake and

the third diversion passed down what is known as the West Neebish. The first two branches passed down through Little Mud Lake, the Sailors Encampment and then into Big Mud Lake. Then all three diversions again mingled with each other below Winter Point.

At this point, Little Rapids, the river loses all semblance of a river and a series of extensive bays takes it down to the detour where the St. Marys River loses itself in the vast expanses of Lake Huron.

THE WEST NEEBISH ROCK CUT

As stated previously, the menace of the up and down bound freighters meeting in the constructed portion of the improved channel —Little Mud Lake down through the Sailors Encampment — was ever present. Such a disaster actually occurred shortly after the Hay Lake channel was open to traffic. The down-bound steamer *Douglas Houghton* towing the barge *Alexander Holly,* grounded in the American channel in the rock cut at the Sailors Encampment and the barge smashed into the steamer sinking the latter and completely blocking the channel to everything except the river tug boats. The Canadian channel through the Encampment allowed a few ships that were left which loaded to 12 foot draft, to trade with unimproved ports of this draft. These kept alive the stream of traffic between the lakes, but it was a very anemic stream. Navigation was completely tied up for over ten days and the down-bound traffic jammed up at the Sault until the big freighters were eight abreast at the Fort Brady pier and there was another aggregation lying at anchor in Big Mud Lake. The wreckers and divers were working day and night to break the jam. This disaster effectively settled any doubt as to the advisability of double tracking this portion of the river and the work proceeded apace.

It was seen from the beginning that the most costly and difficult part of the new channel could be closed off and pumped out so that the work could be executed in the dry. The object was to get a smooth-sided channel. In the ordinary rock cut excavated in the wet, the sides of the channel were lined with jagged projections of rock and the captains were in a mortal swither until they had safely passed the last bilge-tearing fangs. The contract called for channelled sides, that is the sides were cut vertically with a channelling machine so that a ship could land

along the rock cut unharmed, the same as in a lock chamber. The result met with the highest expectations of the engineer and ship masters.

The rock cut was a pretty extensive affair and represented the expenditure of over a million dollars. In addition to the rock there was also several miles of mud dredging to be done. When the dams at the upper and lower ends of the rock cut were completed and the area was unwatered it was expected that many fish would be obtained. There were many men and boys on hand as well as a representative of the fish hatchery to salvage and protect the game fish. Though bass fishing had been very good over almost the entire area before the dams were constructed, there was not a single fish taken from the unwatered area. There was a multitude of fresh water clams. These singlefooted animals were probably too slow to take advantage of the warnings the fish had received.

The unwatered area consisted of comparatively smooth strata of limestone, dipping slowly to the south. Four traveling cable ways 1300 feet long were erected along the length of the cut and four heavy motor shovels (20 tons) installed, one under each cable way. The rock cut at the greatest cross section was about 30 feet thick. Channel machines started along the edges of the cut, an extensive air compressor plant was erected and the work was off to a flying start. The cableways handled great blocks of stone weighing from 20 to 25 tons, carrying them shoreward well back of the channel banks. The shovels loaded great steel skips and the cableways also disposed of these.

(To be continued)

The Great Lakes in Niles' National Register

CONTINUING *publication of excerpts about the Great Lakes taken from America's leading news magazine during the years 1811 to 1849.*

—The Editor.

*Northern Ohio in 1813**

PART II

THE LATE GARRISON on this river was situated about three miles from the lake, in that part of the settlement called 'French Town.' It consisted of two block-houses with about an acre of ground enclosed by pickets, at the distance of seventy or eighty yards from the margin of the river. The scite (sic) had been very injudiciously selected, for defence. It had no elevation whatever above the surrounding plain; and the ground having a considerable descent from the garrison towards the rear, the greater part of the parade ground inside the picketing could have been easily and effectually annoyed, over the tops of the rear line of pickets, from a thick forest about a furlong in the rear. After the territory fell into the hands of the enemy and this post was abandoned, the Indians burnt the block-houses; and when Gen. Winchester advanced to the river in January last, he found nothing but a few pickets, sufficient to defend only a part of his camp.

There is a most delightful view of the lake and the adjacent country from the mouth of the river Raisin. A ridge about fifteen feet high and thirty or forty broad, lies along the margin of the lake. This ridge was evidently formed of sand, shells, &c., thrown up by the waves in former ages, and has acquired solidity by the weight of years; its summit is covered with trees and bushes. From this ridge, looking towards the east, you behold a vast sheet of water, in every respect resembling the ocean, and seeming to have no bounds but the horizon. Towards the south-east there are two islands discernable; but at so great a distance that you can

* Continued from INLAND SEAS, vol. 5, No. 2, p. 121, Summer, 1949.

discover nothing but the forests with which they are covered. On either hand you behold a handsome beach, surmounted by the ridge on which you stand, whose summit studded with trees, while its side is lashed by the waves. Turning to the west, you behold an extensive plain, covered with grass and herbage, and bounded by forests, and before you by the settlement, of Frenchtown, which from this place has a handsome appearance. Through the midst of this plain, with a slow current, meanders the Raisin. This place appears as low as the surface of the lake, and as level. These views, together with the whistling of the wind among the trees over your head, and the roaring of the billows at your feet, has many charms for the contemplative mind. Among other things, the writer could not but admire the barrier which nature had formed between the plain and the lake; for it is a fact, that while the waves are dashed by the winds to the very top of the ridge which lies along its margin, the plain is perfectly secure, although, at such times, several feet lower than the water in the lake. But for this barrier, this valuable plain would be inundated by the waves, covered with sands and rendered a desert.

All those rivers flowing into the lake abound with fish of almost every variety. Among those, not known in the Eastern states, is the White Bass, a fish resembling the herring but considerably larger. They are taken in great plenty in most, or all, of the waters; and are frequently brought by waggon loads into the settlements for sale, being most esteemed. The quantity of fish at the rapids of these rivers is almost incredible. So numerous are they at the Rapids of Miami, that a gig may be thrown into the water at random, and it will rarely miss killing one! Some hundreds have been taken in the river at Fort Meigs in this way during the last spring. The writer saw, last summer, nearly half a barrel of them killed in less than an hour, on the rapids, with clubs and stones, by three or four persons; and a letter which he has just received from Fort Meigs, dated June 2d inst. from a gentleman of undoubted veracity, says, "the quantity of fish taken at this place is most surprising. Some days there are not less than 1000 or 1500 taken with the hook, within three hundred yards of the fort, of an excellent kind."

The great superiority and advantages which that section of the western country, here described, possesses over most other parts, must be

obvious to every one. During the last twelve months some thousands of the citizens of this state, obeying the call of their country, have visited or passed through this territory. With many of these the writer has conversed, since their return, respecting it; by all of whom he was assured that they gave it the most decided preference to every other part of the United States they had seen. The Rapids of the Miami may justly be termed the "garden spot" of the territory. No one can visit this place and not be charmed with its appearance, and the local advantages of its situation. The whole length of the rapids appears destined by nature to be lined with mills and other manufactories, which the adjacent country might furnish ample employment for. The Miami bay, commencing at the foot of the rapids, is navigable for small vessels, and opens a communication with a vast tract of country, stretching northward along the great lakes, through an extent of some thousands of miles. This place affords a beautiful scite (sic) for a town; and there is little doubt but that, in a very few years, it will boast as fine an inland town as any in the union; the country around is a wealthy, populous and flourishing settlement. Such is the tide of popular opinion in favor of the lake side of this state, that there is every reason to believe, if, at the close of the war, these lands should fall into the hands of our government, and be offered for sale, that the country will be settled with a rapidity unparalled in the history of the western world.

(Chilicothe (Ohio) 9th June, 1813)

Niles Register, July 17, 1813, vol. 4, pp. 315-317.

Lakes Erie, Huron and Michigan

The splendid victory over the British force on lake Erie, by commodore Perry, and the expected movements of the north-western army, under major general Harrison, now consisting of at least 7,000 choice troops, very naturally produce much enquiry for the geography of that portion of North-America lying on the Upper Lakes, with an account of the lakes themselves, that the effect of a powerful naval and military force acting against the allies, may be anticipated. To aid this enquiry, and collect into a focus all that we know of these things, the following sketches were prepared . . .

Lake Erie is of an elliptical form, three hundred miles long from east to west, and ninety broad at its widest part, from north to south. The depth is rated at twenty fathoms; but there are many shoals. The bottom is generally of a light yellowish sand; which being disturbed by storms, tinges the waters of the lake, at other times clear and of a greenish color. The northern shore is rude and rocky, but has several harbors for small vessels, and at fort Erie and Malden, or (as the British call it) Amherstsburg, large ships may ride safely. Long Point, running from the north shore, is a narrow peninsula of sand, piled with mighty rocks, towards the north; but on the other sides presents a fine beach,—"very convenient to haul the boats out of the surf upon it, when the lake is too rough for sailing and rowing."

The south side of Erie is generally a sand beach, and the harbors are all incommoded with bars at their entrance. But in some places, at Cayahoga particularly, there are immense ranges of rocks, rising perpendicularly out of the waters of the lake, forty or fifty feet high, and several miles in length. The danger of passing these is so great in the time of a storm, that the indians always offer a sacrifice of tobacco to the water, as they approach them. The harbors on this side of the lake, best known to us are Black Rock opposite fort Erie; Erie, where is the United States' navy yard, &c.; here the water on the bar is not more than seven or eight feet, though there is depth enough within it; Cleveland, with six or seven feet water; Sandusky and Put-in-Bay, where our squadron was on the 13th ultimo, which last is spoken of as one of the "finest harbors in America." This bay is not laid down in the maps, nor is it mentioned in any of the books or papers we have; but we apprehend it is near the head of the lake, about forty miles above Sandusky, and from 20 to 30 from Malden.

(*To be continued*)

Marine Intelligence of Other Days

THE STEAMBOAT WASHINGTON

The steam-boat *Washington*, from Detroit, left Cleveland on the 14th June and about two o'clock in the night was discovered to be on fire, when about 33 miles from Buffalo. When it became evident that the flames could not be stayed, many of the passengers threw themselves overboard, and some made their way to the beach in safety. The small boat took 25 to the shore. Other small boats succeeded in saving a number. But notwithstanding, 40 perished. The boat was totally destroyed.

—*Christian Guardian* (Toronto) June 27, 1838
—Fred Landon

CALIFORNIA BOUND

It is ascertained that from 80 to 90 captains of vessels sailing on the Lakes have left for California during the winter. This must of course cause a scarcity of help in this department of commerce.

—Detroit *Daily Advertiser*, from the Chicago *Democrat*,
February 11, 1850.

THE ARROW

The sprightly little steamer *Arrow* arrived yesterday morning (February 18, 1850) from Trenton and was frolicking about in the river during the day. She leaves this morning for the head of Lake Erie to examine the ice. If the passage is clear, she will return and leave for Cleveland and Buffalo on Wednesday morning.

—Detroit *Daily Advertiser*, February 19, 1850.
—Neil F. Morrison.

A NEW VESSEL

We perceive at the grain house of the Central Railroad a beautiful new schooner of the largest size, loading with wheat and flour for Ogdensburgh. She was built by McDermont, of this city, and this is her first trip. She is commanded by Captain McGinn. This handsome schooner is named the *Kate Robinson,* in compliment to a young lady, the daughter of an eminent produce dealer in Boston who purchases annually from 80,000 to 100,000 barrels of flour in this market. If the original Kate is as handsome as her namesake, she must be a "picture," as Sam Slick says.

—Detroit *Free Press*, October 28, 1853.

THE WHITE CLOUD

A beautiful clipper built schooner, bearing the above title, made her first appearance at our wharves yesterday. She is owned by F. M. Van Sicklin & Co. of this city, and was built at Clayton, New York, by Mr. Jno. Oades. Her dimensions are—length of keel, 120 feet; breadth of beam, 25 feet 8 inches; depth of hold, 11 feet. Her tonnage is 320. She is one of the finest sail craft upon which we have ever laid eyes, and will doubtless win for herself a foremost place in the line of our lake marine.

—Detroit *Free Press*, September 13, 1853.
—Excerpts by Anna S. Moore.

FROM THE AMHERSTBURG (ONTARIO) ECHO, 1890

January 3, 1890 (Friday), Windsor. Police Magistrate Bartlet states that a mild winter similar to the present, was experienced in this region in 1841-2. In the latter year Mr. Bartlet says "navigation opened about the middle of February and I saw at the time the boat *General Scott* on her first trip from Detroit to Cleveland steaming down the river past Amherstburg with all her flags flying in celebration of the early opening of navigation. The Detroit River did not freeze at all that winter."

January 17, 1890 (Friday), Amherstburg. On Monday last during the big blow the water in the river was very low and the channel bank was visible. The bay below town was almost dry, and Alex Callam, junior, and Chas. Honor went out to the spot where the passenger steamer *E. K. Collins* was burned on the 8th of October, 1854. Some of the old

timbers still lie there and they picked up several spoons and a fork with "Ward's Line Steamers" engraved on them. When the *E. K. Collins* was burned, 21 lives were lost.

July 11, 1890 (Friday), Walkerville. The Beatty propellor, *Monarch*, recently launched at Sarnia, is now at Walkerville receiving her machinery, which was made by the Walkerville Iron Works.

August 8, 1890 (Friday), Marine. A rarity in the shape of a raft of 25,000,000 feet of white pine timber passed down the river, Sunday.

August 8, 1890 (Friday), Leamington. J. B. Crane has a hammer supposed to be at least 100 years old and was used by his grandfather in the building of the first steamboat.

August 8, 1890 (Friday), Pelee Island. Burt Vollans comes this week from Windsor to erect a telephone at the Pelee Point Dummy lighthouse. This will be a good thing for the vesselmen to enable help to be quickly sent to their aid. The telephone will connect with the Leamington and Pelee cable.

August 15, 1890 (Friday). The Canadian Sault Ste. Marie canal for which so much stone is being taken out of the Anderdon quarries (near Amherstburg, Ontario) is being constructed on the Canadian side of the River St. Mary, between Lake Huron and Superior.

August 29, 1890 (Friday), Marine. The largest steamer ever built at Cleveland (up to that time) is the *Western Reserve*, launched by the Cleveland Shipbuilding Company. She is 318 feet over all, 300 feet keel, 41 feet beam, 25 feet moulded depth. She will carry two Scotch boilers 14 feet by 12 and will be commanded by Captain Albert Meyers with Wm. Seamen as chief engineer. Both of these gentlemen were with the steamer *Philip Minch*. She will make her first trip early in September.

November 21, 1890 (Friday), Marine. Fully 10,000 people witnessed the launching of the two whalebacks at West Superior, Friday. No. 108 was named the *James R. Colby* in honor of the vice-president of the American steel barge company. She is 265 feet long, 30 feet beam and 22 feet molded depth; she will carry 3,000 net tons, will make 14 miles an hour loaded and 18 miles light. During the launching three children were drowned in an adjoining slip.

—Neil F. Morrison

GREAT LAKES CALENDAR

By BERTRAM B. LEWIS

MAY, 1950

Installation of sets on nine vessels of the Pittsburgh Steamship Company fleet made the fleet of ships largest on the Great Lakes, 100% radar equipped.

MAY, 1950

Toledo's Chesapeake & Ohio dock set an all-time high record in coal dumping for a single week when its dumpers loaded 703,000 tons into ships.

JUNE, 1950

The Soo Locks were the center of a Fifth Army maneuver called "Exercise Wanderer," featuring a sham attack on and defense of the waterway. The Soo area was receiving increased attention from the military since "over-the-top-of-the-world warfare" had become more feasible.

JUNE, 1950

The excursion steamer *City of Cleveland III* and the Norwegian freighter *Ravnefjell* collided in the fog of lower Lake Huron. Three passengers on the excursion ship lost their lives and a fourth was missing.

JUNE, 1950

The Chesapeake & Ohio Railway awarded a contract to the Christy Corporation of Sturgeon Bay, Wisconsin for construction of a 406-foot carferry to cost approximately $4,500,000. The ferry was to have a capacity of 32 railroad cars and a cabin deck with 60 passenger staterooms.

JUNE, 1950

The Chesapeake & Ohio's Toledo coal dock dumped 2,689,692 tons of coal into ships in the preceding month, the railway announced. It was the largest amount ever loaded by any lake dock in a single month.

JUNE, 1950

The first grain to arrive by ship at the elevator of the Eastern States Co-operative Milling Corporation at Huron, Ohio, was unloaded from the steamer *Sylvania.* Until then grain had been arriving at the four-year-old plant by rail.

JUNE, 1950

Many long-time office residents of the Rockefeller Building in Cleveland, sometimes referred to as the "capitol" of the lakes shipping industry, were seeking new quarters as the American Steel & Wire Company expanded and took over more space in the building.

JUNE, 1950

A 95-foot tanker, the *W. H. Bennett*, to be used for fueling oil-burning ships in Buffalo harbor, was under construction at the Warren Rhode Island yard of Blount Marine Industries. She was to have a capacity of 50,000 gallons of oil.

JULY, 1950

The Dwor Metal Company of Port Colborne, Ontario bought, for scrapping, six corvettes from Victory Transports, of Montreal. The Canadian war craft had all seen action in World War II.

JULY, 1950

What was said to be the first shipment of freight to be carried from Cleveland to South America by the all-water route left Cleveland aboard the Swedish motor vessel *Laholm*. It consisted of paint, sewing machines and pressure tanks for Venezuela.

JULY, 1950

The name of the steamer *Crescent City*, operated by the T. H. Browning Steamship Company of Detroit, was changed to the *Carl W. Meyers*.

JULY, 1950

The Cleveland-Cliffs Steamship Company announced that its steamers *La Salle* and *Ishpeming* would be repowered and converted to oil burners.

AUGUST, 1950

Two steamship companies announced they would immediately begin the construction of four large carriers to speed the delivery of iron ore and limestone down the lakes to satisfy national defense needs. The Pittsburgh Steamship Company was to build three bulk vessels and the Bradley Transportation Company a self-unloading limestone carrier. The two companies were subsidiaries of the United States Steel Corporation.

AUGUST, 1950

A new 211-foot barge, to carry paper from Bucksport, Maine, to Chicago by way of the Atlantic, Hudson River, the New York State Barge Canal and the Great Lakes, was launched by the Dravo Corporation of Pittsburgh. The ship was christened the *N. L. Wallace*.

AUGUST, 1950

The 53-year-old tug *America*, owned by the Great Lakes Towing Company, was given a new lease on life through the installation of new cabins and a 900 h.p. Diesel engine which had propelled an LST (landing ship, tanks) in the South Pacific in World War II. The 80-foot tug was built in Buffalo in 1897 as a combination fire and towing tug for use in Erie Pennsylvania harbor. She had served in most ports of the Great Lakes.

AUGUST, 1950

In light of the world situation Great Lakes shippers organized a 10-man committee to expedite the delivery of critically needed iron ore, coal and other commodities in cooperation with the railroads and government agencies. The plan was an adaptation of one first tried in the first world war and further developed in World War II.

AUGUST, 1950

The Great Lakes Towing Company awarded a contract to the Cleveland Diesel Engine Division of the General Motors Corporation for eight Diesel electric engines to be used in the rehabilitation of eight tugs at a cost of more than a million dollars. The order was one of the largest of its kind ever received by Cleveland Diesel.

NOTES

A Maritime Williamsburg

THE MARINE HISTORICAL ASSOCIATION of Mystic, Connecticut, has issued an attractive pamphlet with color illustrations, reprinted from the *Saturday Evening Post* called, "The Old Ships Come Home," telling the story of a project taking shape to restore the Old Port of Mystic by the Association. "When the plans have been fully carried out, visitors will see a typical small New England seaport as it appeared 100 years ago, complete in every detail, from tall square-riggers moored alongside the wharf, to the yards, shops and lofts that built and equipped them."

Through the efforts and dreams of three seafaring friends there is being preserved for the information and education of Americans the visual record of the pioneering spirit that carried the Stars and Stripes across the seas. A unique feature will be an extension service intended to help teachers dramatize history and geography; sea charts filled with pictures, films, ship models and descriptions of the museum exhibits will be sent to them for classroom use.

This project is a splendid example of the commendable trend among local history societies and museums to remove the opprobrium of "dry-as-dust" history and reinstate it in the minds of people, particularly students and young people, as a record of vital living, by employing all the resources of the arts and crafts to recreate a realistic setting for the relics and treasures that record a by-gone epoch. The sponsors of such projects do an inestimable service toward an understanding of the world of today by interpreting the past, in which the nation has its roots, to present-day citizens.

*Steamboating on Lake Ontario**

THE FIRST STEAMBOAT on Lake Ontario was the *Frontenac*, built by the Kingston Company, in 1818, at Bath, the machinery being imported from England. She plied between Kingston and Niagara, calling at Toronto, and was the only boat on the lake till about 1825, when the *Queenston* was built by Mr. Robert Hamilton for the same route. About the same date, the *Frontenac* was bought by Mr. John Hamilton—who afterwards became a member of the Legislative Council of Canada, and is now a Senator of the Dominion. The fare was twelve dollars from Kingston to Toronto or Niagara. The *Great Britain* and the *Alciope* were the next lake boats.

On the American side, the *United States* was built about 1833, and ran in connection with the *Great Britain*, each

* Mr. J. J. Talman, Chief Librarian of the University of Western Ontario, contributes this article from the *New Dominion Monthly*, Vol. 2, No. 2, May, 1868, pp. 126-7, which was later followed with corrections spotted by Mr. "E" in the same publication, Vol. 2, No. 6, September, 1868, p. 380.

calling at British and American ports alternately. After the Burlington Bay Canal was opened, the lake steamers called at Hamilton, and came down, most of the time, to Prescott. It was only after the opening of the St. Lawrence Canals that they could come down to Montreal; and every one was appalled at first at the idea of large steamers running the rapids. This, however, they have long done safely, going up again by the canals.

After the *Frontenac* was finished, in 1818, Mr. Gildersleeve, of Kingston, built — from the materials that remained over — a small boat called the *Charlotte*, which plied from Prescott to Belleville. Kingston has thus the credit of having the first steamboat navigation on the lakes, and the first on the Upper St. Lawrence.

CORRECTIONS

I observe in the NEW DOMINION MONTHLY for May some notes on this subject, wherein I think the writer is slightly in error, and I will, with your leave, pen my recollections and impressions of the early steam navigation of our splendid lakes.

There is no doubt but the *Frontenac* was the first steamer on Lake Ontario, and I have the impression she was built earlier than 1818. During the summer of 1822, I was on board of her. She plied between Kingston, Toronto, Niagara, and Queenston, making a trip once a week, calling at Toronto going up. Passengers going to Kingston had to cross in her to Niagara and Queenston, for she did not call at Toronto on the downward trip. The cabin fare was $12, and the deck $3. The *Charlotte* that year plied between Kingston and Belleville. She did not go to Prescott. In the latter part of that season, a small steamer was built, called the *Dalhousie*, which ran between Kingston and Prescott. There was a small steamer the same year, belonging to the Americans, that plied between Sacketts' Harbor and Kingston. I forget her name.

There were four steamers on Lake Ontario in 1822. On Lake Erie in 1820-21, there was but one steamer — the *Walk-on-the-Water*, which ran from Black Rock to Green Bay, on Lake Michigan. On coming up from Black Rock, in addition to her steam, she required the aid of several yoke of oxen to enable her to get up the current. This was the only boat at that period on the Upper Lakes.

Had I time, I might write for the MONTHLY a short account of a two years' cruise on the Upper Lakes in 1820-21, while attached to the expedition appointed for running the boundary line between Canada and the United States.

—E.

Peterborough, 24th June, 1868.

*The Old Huronic**

AFTER FORTY-EIGHT YEARS of service on the lakes the steamer *Huronic* may follow the *Hamonic* and *Noronic* to the scrap-heap, although Canada Steamship Lines officials seem uncertain about her fate. With the burning of the *Noronic* an end came to a lake passenger service from Sarnia to Lake Superior that dated back to the eighties and which may never be resumed.

There will be many, however, to whom the end of the *Huronic* would seem more like the end of an era, even though she has not for many years carried passengers, being used merely as a package freighter. The occasion may excuse a bit of personal reminiscence since I was on the *Huronic* on her first voyage in the spring of 1902, remained with her all that season until she docked at Sarnia on December 14th,

* Reprinted from the London, Ontario, *Free Press*, December 8, 1949.

and worked on her while a student in other years.

The *Huronic*, the first of the three modern passenger steamers to go on the Sarnia-Port Arthur-Duluth run, was launched at Collingwood in 1901 and left that port on her first trip on May 24th, 1902. She had on board a considerable number of special guests who left her at Sarnia or Windsor after which freight was loaded and the first trip up the lakes was begun on May 27th. Those were busy days for both lake and rail transportation for the West was booming and package freight came crowding into Point Edward faster than the vessels could take it out, while from the head of the lakes grain and flour furnished return cargoes. In all the *Huronic* made fifteen round trips during 1902, a season that was marked by much fog and in the closing weeks by rough weather which on November 21st sent the *Bannockburn* to the bottom of Lake Superior.

Members of the *Huronic* navigating crew were probably the last to see the *Bannockburn*, the mystery of whose fate has never been solved. The *Huronic* left the Soo on the morning of the 21st, headed up, and at night encountered the worst storm of the season, her own engines sustaining some damage. Towards evening a vessel was passed which the watch recognized as the *Bannockburn*. When she failed to make port a search was made on Lake Superior but without result.

On the next trip, the last of the season, the *Huronic* left Sarnia on December 4, ran up the east shore of Lake Huron because of bad weather but found Lake Superior quite calm and the weather mild. At Port Arthur, however, the harbor was frozen over and tugs were busily attempting to keep it open. Coming down, the weather was clear at the start but changed into a heavy snowstorm on Lake Superior and from the Soo to Lake Huron the *Huronic* plowed her way through six or eight inches of ice. Lake Huron was rough the next night and when the vessel docked at Sarnia on the morning of the 14th she was so heavily coated with ice that it had to be chopped off before the gangways could be opened.

While at Port Arthur on that last trip the *Huronic* came close to the fate that ended her two sister ships. On the morning of December 9th, fire was discovered in stateroom 43 which spread into adjoining staterooms, two being completely gutted and a number of others damaged before the fire was brought under control. It was said at the time that five minutes delay in discovering the fire would probably have put the whole of the cabins into a blaze. This was the second fire of the season, a previous one in the pantry having been discovered and checked.

It may be of interest to recall the names of the officers of the vessel in its initial year. Captain W. J. Bassett was in command and Samuel Brisbin, of St. Catharines, was chief engineer. Captain Bassett stayed only one year on the *Huronic* and was succeeded by Captain Foote. Chief Brisbin had been on the *United Empire* for several years before 1902 and in later years he brought out both the *Hamonic* and *Noronic*. A big likeable man with a repertoire of stories, he had a wide circle of friends. Percy Patterson was the purser and the steward was a famous old figure in lake shipping circles, Tom Inglis, of Detroit. He was a character concerning whom there were endless stories, a man high in Masonry and known far and wide on the lakes. The first mate was W. J. "Bill" McQuade, and the second mate was "Mike" Ironside, a man with some Indian blood and a most excellent sailor. Captain J. Montgomery, now in business in Port Colborne, was one of the watchmen in 1902. I had the pleasure of running into him a couple of years ago when we recalled old days on the *Huronic*.

My last trip on the *Huronic* was in November, 1904, when I answered a telegram from Sarnia asking me to go with the *Huronic* to Port Arthur, the purser being ill. I was never again on board the

vessel until a few weeks ago when, being in Port Arthur, I found the old boat there and went all over her. Her upper cabin deck had been removed long ago but the lower cabins were being used to house the crew. The saloons had evidently not had a touch of paint since passenger service ended and the lovely oak paneling of the dining saloon was scratched and worn.

The glory had truly departed. I went up to the pilot house and down to the engine room and even looked into the cabin on the Texas deck where I had slept in days gone by. It was all familiar and I even met an acquaintance in the first mate, Joe Lodge, who had been second mate on the *Noronic* last year. We both wondered how soon the *Huronic* would go to her end. To Sarnia folk in particular, who for nearly half a century have known the old steamboat, her passing would bring a feeling of real loss.

—Fred Landon

G. L. H. S. Goes to A. L. A.

For the first time since 1900, the American Library Association held its annual meeting in Cleveland, Ohio. From July 16 to 22, 1950, the Public Auditorium was taken over by meetings and exhibits pertaining to the library profession and the book world, including authors, publishers, book binders, library equipment manufacturers, and so on.

As 5,000 librarians were expected to attend this convention, it was decided that the Great Lakes Historical Society have a display booth in order to acquaint libraries and other organizations with our aspirations and achievements. Also, it was hoped that visitors to the booth might become interested in joining or at least learn of our existence and activities.

With this in mind a showing of photographs, etchings and books belonging to the Society was displayed on screens and in an all-glass exhibit case. One of our large paintings the *Zack Chandler* was used in the background and several small museum pieces loaned by members were shown. Copies of Inland Seas were prominently displayed together with posters stating the objectives of the Society. Many stopped to sign our guest book giving the Society member at the booth an opportunity to talk about the Society and Inland Seas. It is gratifying that we really reached many who were unaware of our organization. We added several friends and a few members, but most of all we were glad to have an opportunity to bring to the attention of other libraries the effort the Great Lakes Historical Society is making to preserve the history of the Great Lakes area.

We are indebted to Mr. Bernard Vixseboxse for invaluable help in setting up the booth; and, to Mr. Wade C. Browne who also loaned several books and collectors items. Other members who served in the booth, loaned materials, and otherwise helped make the exhibit a worthwhile undertaking, were Mr. and Mrs. Fred W. Dutton, Mr. Clarence S. Metcalf, Mr. Lawrence A. Pomeroy, Jr., Miss Gertrude M. Robertson, Mrs. Louis C. Sabin, Mr. Andrew Sykora, and Mr. Gordon W. Thayer.

—Janet Coe Sanborn

Information Wanted

Mr. Theodore G. Foster whose article appears on page 166 is collecting information on the origin of Michigan place names and would like to receive any information pertaining to anyone connected with the shipping industry of the Great Lakes who either named or had named after him any town, river, lake or place in Michigan. His address is 2426 Strathmore Road, Lansing, Michigan.

The Great Lakes in Print

American Heritage, Spring, 1950, pp. 49-50. Late Frontier Quético-Superior, by Sigurd Olsen.

Business Week, August 12, 1950, p. 26. Meeting Ore-Carrier Squeeze — U. S. Steel Orders Three New Ore Ships for Great Lakes.

Geographical Review, July, 1950, pp. 470-472. Geographical Record: Sand Dunes of Lake Michigan and Dune Terminology.

Holiday, July, 1950, pp. 91-97. Minnesota's Iron Giant, by Phil Stong.

Michigan History, June, 1950, pp. 97-119. The Lake Superior Copper Fever, 1841-47, by Robert James Hybels; pp. 120-132. Horace Greeley and Michigan Copper, by Mentor L. Williams.

Our Navy, July, 1950, p. 20. Naval Museum Opens, by Jim Galligan. (Truxton-Decatur Naval Museum.)

Time, July 10, 1950, p. 55. Hot Fence. (A control for lake lampreys.)

Saturday Evening Post, August 19, 1950, pp. 34-35, 63-66, 71, 74-75. Bold Skippers of the Lakes, by Mark Murphy.

This Month's Contributors

ANDREW T. BROWN, a graduate of the University of Michigan, holds an M.A. degree from Western Reserve University and is continuing his study of history at the University of Chicago.

CHARLES J. DOW of Conneaut, Ohio, is a Great Lakes collector of both data and marine objects who was one of the earliest and most enthusiastic members of G. L. H. S.

DR. NEIL F. MORRISON of Windsor, Ontario, teaches at W. D. Lowe Vocation School, Windsor, is an active member of the Detroit Marine Historical Society and frequently contributes to INLAND SEAS.

REAR-ADMIRAL GORDON MCLINTOCK, U.S.M.S., is Superintendent of the United States Marine Academy at King's Point, Long Island.

HUGH M. ROBERTS is a consultant mining geologist who worked with the Steep Rock mines. He has had a distinguished career working for the governments of the United States and Canada at home and in Latin America. Member of many engineering and scientific societies, he is also a Fellow of the American Institute for the Advancement of Science.

JANET COE SANBORN, an assistant in the History Division of the Cleveland Public Library and G. L. H. S. member, is in charge of the Society's picture collection and clipping files. She planned and supervised the G. L. H. S. exhibit at the American Library Association Annual Conference in Cleveland.

MENTOR L. WILLIAMS, associate professor of English, Illinois Institute of Technology, continues his articles on the Great Lakes in the time of Thurlow Weed and Horace Greeley. This is the sixth in the series.

Among the book reviewers, M. C. is MARIE CORRIGAN, Head of the Literature Division, Cleveland Public Library; LEE C. HINSLEA is a trustee of G. L. H. S. and member of the law firm of Leckie, McCreary, Schlitz and Hinslea in Cleveland, specialists in marine law; E. L. is ERMA LYLE, assistant in the Fine Arts Division of the Library.

LEE RICHARD HAYMAN says he is a "Great Lakes product" since he is a Clevelander, graduate of Western Reserve University where he was editor of *Skyline*, a university literary quarterly. He has written extensively and his prose and poetry continue to be published widely at home and abroad.

Book Reviews

THE LAW OF THE SEA, by William McFee. Philadelphia, Lippincott, 1950. $3.75.

William McFee is hailed by critics as well as admirers as possibly the greatest living story-teller of the sea. His notable works have been in fiction, glamorizing and weaving into romance the ordinary events in a sailor's life. Such works as *The Harbormaster*, *The Beachcomber* and *The Derelicts* are but a few of his worthwhile endeavors.

His natural gift for writing has been enhanced by practical experience. He was born at sea, and as a young man sailed the ocean for several years, rising to the rank of chief engineer. At the age of thirty he quit the sea and came to the United States, where he has lived ever since and has written most of his stories.

The book under review places Mr. McFee in a different light as a result of his digression from fiction. Confronted with a difficult task, he has succeeded in compiling the laws of the sea, both ancient and modern, explaining their origin and application, in a style that the layman as well as the admiralty lawyer can understand. For the most part the laws pertaining to the sea are dry and difficult reading, but Mr. McFee, with his flair for easy composition and his ability at fiction writing, makes the subject of the law of the Hanseatic League, the practices of the Lombards, and the commencement of underwriting, interesting and fascinating reading. His handling of the subject "Who owns the sea?", a puzzle to jurists for centuries, is captivating. He writes of mutiny, privateering, international law and the Carriage by Sea Act with equal clarity.

He pulls no punches, whether dealing with Communist dominated unions or Government subsidies.

It is quite clear that he performed his research task thoroughly. For instance, in dealing with the treatment of seamen he says: "In the me-

dieval sea law the shipmaster in a quarrel with a recalcitrant sailor was allowed one blow, after which the sailor was entitled to defend himself. Furthermore, if the master pursued the sailor the man could withdraw to his own part of the ship, where he could not be followed by an officer." There are many such observations that make for interesting reading.

In concluding he suggests that a world peace could be successfully accomplished through a lesson from the laws of the sea—laws that have been called "not lawyer-made formulae but law suggested by the groups who have to live under it."

> * * * It may be that there is a lesson in that old sea law for us. The great hope of the United Nations, through its shipping organization, is to persuade the ship-using nations * * * to recognize the rights of the ship-providing nations, who make a living out of carrying, so that if they make a good living, they can buy more of the ship-using nations' goods. We have found a formula by which fishermen and fish-canners do not find themselves regarded jealously by steelworkers who eat the fish and roll the steel for the cans. Softening the harsh outlines of sovereignty, like smoothing the surface of granite, is a long process, but once done, may be long lasting. Somehow we have to achieve it. Meanwhile, year after year shows us a little nearer to international accord as regards the technical apparatus of seafaring, the unification of all the means of speeding navigation and making it safe, the agreement of all nations regarding such commercial details as bills of lading, recognition of ship mortgages and the status of a ship's creditors in relation to liens and claims for damages.
>
> In spite of the realism apparent in the above paragraphs, emphasizing the sensitiveness of sovereignty and the difficulty of persuading a score or more competitive-minded nations to agree to anything, by the year 1948 the success attained by the United Nations Intergovernmental Maritime Consultative Organization was remarkable. Nobody, including the present writer, would have believed it. It is more than possible that extreme nationalism has reached its peak and a more cooperative spirit is in the air. The somewhat formal and stately language of the Department of State conceals what would be gaiety in an ordinary mortal when it declares that "during the Conference [of thirty-two governments] there was apparent not only a sincere desire to reach an agreement [twenty-one agreed] but also a willingness to work out compromises recognizing opposing points of view in order to make an agreement possible."
>
> If this continues we may even resume our forefathers' fervent belief in "Progress" and World Peace. Certain it is, if we can design machinery to iron out maritime differences among the nations, we have disposed of what has been one of the most fruitful sources of war during the past three hundred years.

This is a book to be read by all lovers of the sea.

—Lee C. Hinslea

PORT OF MILWAUKEE. Milwaukee, Board of Harbor Commissioners, 1949.

This is a different sort of government report. The Commissioners have produced a readable and abundantly illustrated account of the port and its activities during the previous year. It includes the car ferry and open dock terminals, the mooring basin, ocean shipping services, aviation facilities, and railroads. There are several impressive pairs of "before" and "after" pictures, depicting recent harbor improvement.

Milwaukeeans may know all this, but not all outsiders are aware that the city excels all others in having ninety-five per cent of its lake shore frontage municipally owned. Or that Milwaukee boasts the highest number of salt water sailings issuing from any lake port.

Altogether this is a model official report, one that will be enjoyed and kept. Of how many government documents can this be said?

—G. W. T.

THE BOOK OF THE SHIP, AN EXHAUSTIVE PICTORIAL AND FACTUAL SURVEY OF WORLD SHIPS, SHIPPING AND SHIPBUILDING, by A. C. Hardy. London, Sampson Low, Marston and Company; New York, The Macmillan Company, 1949. $8.00.

"The biggest, best-informed and most thoroughly illustrated book on the ship in existence." This is Mr. Hardy's aim, which he has gone far to realize. Plans and illustrations are abundant, and the text covers nearly every conceivable topic relating to ships.

First comes a section entitled "The Ship: What She Is." The various types are listed, with their characteristics; where and how ships are built, is the next topic. Then come motive power, the making of marine machinery, harbors and docks, repairing, and the industries on which a ship depends.

Great Lakes boats have a chapter to themselves, along with river boats, tugs and dredges. An impressive exhibit is a map of the Great Lakes area, superimposed on a map of Europe, and covering practically all Europe west of Russia and north of Rome.

The present volume includes the best from Mr. Hardy's earlier books: *Merchant Ship Types, Ships at Work,* and *World Shipping.* It is only by his spelling of "harbour" for "harbor" that the average reader will discover that the author is English.

—G. W. T.

ETIENNE BRULE, IMMORTAL SCOUNDREL, by J. Herbert Cranston. Toronto, The Ryerson Press, 1949. $3.00.

Of the seventeenth century explorers of this continent no biography was more needed than that of Etienne Brulé, now treated by J. Herbert Cranston, a veteran Canadian newspaper man.

Brulé's achievements are astonishing. He was the first white man to travel up the Ottawa River and make his way by other streams to Georgian Bay, the first to see Lake Huron and Lake Ontario, and the first to paddle up the St. Mary's River and portage into Lake Superior. (Cranston thinks he traveled the lake from end to end. Our fellow member, Grace Lee Nute, says dubiously, in her *Lake Superior,* that he may have visited Isle Royale.) He was also the first white man to go down the Susquehanna to Chesapeake Bay. He may have been the first of European race to see Lake Erie and Lake Michigan. Truly an amazing record, part of which was accomplished while Brulé was still in his teens, as a protégé of the great Samuel de Champlain.

Not the least strange feature about Brulé was his end. After having lived with the Hurons for twenty-three years, for some unknown reason they decided that he was their enemy, and killed and ate him—the only known white Canadian to meet this fate.

Mr. Cranston makes a readable story, and has added maps and bibliography. Unfortunately there is no index, an omission which the chapter headings do not make good.

—G. W. T.

SAILING TECHNIQUE, by H. A. Calahan. New York, The Macmillan Company, 1950. $6.00.

This veteran yachtsman is now issuing his ninth book on sailing. The present is a modified and enlarged version of *Learning to Sail,* which was published in 1932, and as the author says, is beginning to grow whiskers.

It is not that the art of sailing has changed in eighteen years, but boats and rigging have; and this new book is written accordingly.

The reader of this volume will know sailing when he has finished, though he may have tough going on the way. He will not have mastered the fine points of cruising or racing; these are covered in Calahan's earlier works on these subjects. There is not much, though there is enough, on naval etiquette; nor will the reader find information on supplies and yacht housekeeping. But sailing technique is covered thoroughly with ample illustrations, making this one of the best books on the subject available.

—G. W. T.

BALSAM BOUGHS, by Stellanova Osborn. Torch Press, Cedar Rapids, Iowa, 1949.

A slender volume of verse that reflects the reactions of a poet who finds her inspiration in the rugged landscape of the north country. Her special love is for the great St. Mary's River that helped to shape the destiny of upper Michigan. Of it she writes in *Primitive Art*,

> This river haunts me!
> My heart cannot contain
> Its flooding grandeur
> Yet when my fires would mold
> Immensity in music,
> Like Angelo's Isaiah,
> All that evolves
> Is a crude imagestone.
>
> Now I am finding shell-like little songs
> To sing upon a slender but strong string
> Like wampum.

And the songs she records are of the Indian past; the tradition of explorer and pioneer; the sights, sounds, and savors of the Lake Superior country. Reading of cabin and campfire, rapid and waterfall, the trail of beaver and mink, one feels the freshness and vigor of the north woods.

—M. C.

RACING DINGHY HANDLING, by Ian Proctor. New York, Dodd, Mead and Company, 1949. $3.00.

Yachting has long been a favorite sport and recently a new phase—dinghy racing—has become extremely popular. It is fast, exciting, and comparatively moderate in cost, which allows more people to participate. Another point in its favor is that it appeals to both old and young. The author says, "It is not unknown for people to take up racing these tiny temptresses at the age of sixty, and to continue to sail them for a number of years; their fascination is no less difficult for children to resist . . . There is also a fascination in the little boats themselves; each is a masterpiece of craftsmanship requiring the care and attention of her owner."

Handling these light, swift craft is an art in itself, and Ian Proctor, an expert in small boats, has written this book to provide adequate and up-to-date information on the proper handling. Racing tactics, as such, are not discussed.

He follows a logical course by starting with the purchase of a boat; next, the work to be done on it previous to launching; responsibilities of crew and helmsman. There are two chapters on maintenance, but, previously the author wrote a complete book on that subject, and dinghy owners would do well to acquire both volumes. This latter one is effectively illustrated with the author's stick figure drawings, plus a few photographs for added interest.

To quote again: "It is to be hoped that the subject of racing dinghy handling is covered comprehensively, and that the book will be of value for reference by existing dinghy sailors, and will provide a sound beginning for recruits to the sport. If this book is one means for getting more people afloat in dinghies, then it will have achieved its purpose."

—E. L.